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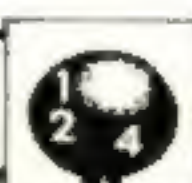
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

June 14 1973 Volume 51 No 11

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The Le Mans organisers went to town last weekend with two historic car races to commemorate 50 years of 24-hr races.



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ABC

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AUTOSPORT, JUNE 14, 1973

EDITORIAL

After Zolder, Silverstone?

Another classic case of Cuba-style brinkmanship appears to be brewing on the motor racing scene. A month ago the scene was Zolder and the subject was track safety. Now the circuit is Silverstone, the location of the John Player Grand Prix on July 14, and the disagreement is money. When the entries closed last Friday the RAC had received 20 cars, nine of which were for Formula 1s and none of them from the member teams of the F1 Association. Although the two factions—the F1 Association on the one side representing the hard core of the constructors and entrants and the RAC/Grand Prix International/Silverstone Circuits as the promoters—have failed to agree financial terms, there is great hope that the race will take place as scheduled. Each side privately admits that an agreement will be reached, which is in itself encouraging.

Anyone who followed the prelude to all these arguments last winter will not be surprised by the current *impasse*. After all the utterances of solidarity by the F1 promoters six months ago, each race so far run is a result of a private financial agreement by that promoter and the F1 Association. The British race organisers are the first to dig their heels in with a race purse of £55,000. That, they say, is a 20 per cent increase on the previous year, and, besides, represents a much greater increase when it is considered that all but one of the F1 teams is based in England. Further, because Britain is "over-raced," they cannot expect to attract crowds of Continental proportions.

For their part, the F1 Association cannot understand why the British promoters can't or won't fall into line with other, "poorer," World Championship race organisers. They are prepared to come to agreement with race promoters on one of two counts, as a one-year deal or a "cheaper" three-year contract. The F1 Association won't declare publicly what financial remuneration they require, but do deny the two figures quoted at variance by the promoters, £60,000 and £65,000. Additionally, they say that the increases quoted by the RAC are clouded by devaluation, and the fact that last year's prize money was paid in Swiss Francs compared with this year's in sterling.

The company which is in the most embarrassing position is John Player & Sons. In addition to direct sponsorship of one of the major F1 teams they are backing the meeting. There is undoubtedly a great deal of lobbying being carried out by Players and all other sponsors to get the matter decided before it drags on much longer. Because most of the F1 teams receive commercial and trade sponsorship from British-based companies, the Grand Prix becomes an important social occasion for those sponsors. Imagine the disappointment for that sponsor, having spent £X thousand on a team, in being deprived of the marketing and entertaining opportunities at the one big event of the year.

our cover picture

The start of a fabulous Le Mans 24 Hours race with Merzario's Ferrari pulling away from Redman, Cevert (10), Pescarolo (11), Jaussaud and Schenken (17).

Photo: Peter Burn

Wheatcroft gets March-BMW and negotiates for Williamson in F1

The sensational, although not entirely unexpected, news at Nivelles last weekend was that Tom Wheatcroft has arranged a March-BMW F2 for Roger Williamson to replace his GRD and is also looking around for an F1 car to run for Williamson for the remainder of this year.

It is almost certain that the team will be concentrating on Formula 1 for the remainder of the year, taking in F2 races when they can to give Roger plenty of driving. Tom Wheatcroft said on Sunday, when the final decision was taken, that no choice of F1 car had been made but he hoped to finalise things this week. The obvious choice would seem to be a rent-a-deal March but Wheatcroft could not be drawn on the subject. Whatever the choice of car, it seems that it will be run by Wheatcroft Racing, as will the F2 car. Roger's GP debut date is obviously dependent on the choice of chassis but the RAC have received an entry for the John Player GP.

The March-BMW F2 car should be ready in time for Rouen; the team are missing Hockenheim this weekend. Although Wheatcroft has accepted that Williamson now has very little chance in the European Championship, his aim is to see Williamson win at least one race in F2 this year

and they felt that with the Ford-engined GRD they would not be able to. The split with GRD was amicable, and Mike Warner said that he felt that it was the only course open to Wheatcroft if he wanted to win an F2 race. "We have got to accept, and so should the other Ford-powered users if they really look at the situation, that with the current engines available to us there is no way we can match the March-BMW combination. I can fully understand Wheatcroft's decision: it was the only course open to him. The GRD chassis is as competitive as any other but we just don't have the power available to us to make it a winner."

Williamson has had abysmal luck with the GRD in F2 this year. After two rather uncompetitive showings at Mallory and Hockenheim the car was much improved for Thruxton and after winning his heat he suffered a puncture while leading the final. In the following three meetings at the Nürburgring, Pau and Nivelles he lost sixth, third and fifth places respectively with spark box failures.

March's success in F2 this year is currently reaping great reward; before the Wheatcroft deal Max Mosley also had Hesketh Racing return to them as customers and with the likes of Williamson and Hunt joining

existing runners like Jarier, Vandervell, Beltoise, Beuttler and the Brambilla brothers, it looks like becoming an even more Bicester-dominated formula.

Mike Warner, however, is not going to let the Wheatcroft transfer set back the GRD programme. Reine Wisell and the Pierre Robert team has done a great deal of testing with their cars and are very happy with the progress. It is not beyond the bounds of possibility that a works car may yet appear for the final few races of the season, perhaps with something other than a Ford engine.

Tom Wheatcroft — wants F2 win.



GP: still no agreement, only nine F1s

No financial agreement had been reached between the Formula 1 Association and the organisers of the John Player Grand Prix when entries closed last Friday.

It is the first occasion this year that the showdown which was threatened during the winter months has come to a head. Of the 20 entries received by the RAC, only nine are for F1 cars, the rest being Formula 5000s.

The two factions are said to be £10,000 apart. The F1 Association want £65,000, and the RAC/Grand Prix International/Silverstone Circuits are offering £55,000. See this week's Editorial for the latest position.

Win a holiday

Look out for an exciting new John Player British Grand Prix competition in AUTOSPORT next week! We're organising it in conjunction with Ladbrokes, the famous bookmakers (who are of course again offering odds on this year's race). The competition costs nothing to enter — and it could win you a luxury two-week Mediterranean island holiday for two. Full details in next week's issue.

Lloyd hurt

Richard Lloyd's racing plans suffered a severe blow the week before last when the car in which he was a passenger en route to Monaco was involved in a collision, and Richard is currently in the Royal Orthopaedic Hospital, London, with a crushed vertebra. This will prevent Richard from racing the A. J. Rivers Chevrolet Camaro for some time.

Alcoa back GT Thruxton

Alcoa Britain announced this week that they will sponsor Britain's first ever European GT Championship meeting, at Thruxton on August 5. The company have associations with the BARC dating back to 1970 when they sponsored the Spring Formula 2 meeting at Crystal Palace.

"Since that time Crystal Palace ran out of racing, and Alcoa ran out of money due to the economic climate. Now we're happy to be

back," said Alcoa's chairman, Dr R. L. P. Berry, at the announcement on Monday.

The main event, run over 40 laps (94.3 miles), should attract the best Porsches, Ferraris, de Tomassos, etc, from Europe. Supporting races are for Formula 3 (a round in the Forward Trust Championship), JCB Historic cars and a non-championship special saloon car race.

● When asked about the progress of negotiations with Matra for a V12-engined March F1 car last weekend, Max Mosley said, with a telling glint in his eyes, that he thought every F1 team was in negotiation with Matra. But he thought that if the French firm took the decision to return to F1, March had a good chance of getting the engine.

With another Le Mans win under their belts—which was obviously Matra's prime objective this year—the time now seems ripe for their return to F1. Perhaps in time for the French GP at Paul Ricard?

The Texaco Star F2 cars finally appeared last weekend at Nivelles. They had various new car problems but were competitive. Engine unreliability was the main problem and both retired in the first heat (left). Another new F2 combination was Manfred Schurtl and the Royale RP15. The car is an interim chassis; the new RP20 will be ready in a month's time. The car performed well until the engine broke.



Misano F5000 dramas

Despite the F5000 drivers at Santa Monica pronouncing the circuit to be one of the best and certainly one of the safest, their Rothmans championship round, due to be held there last Sunday, was cancelled when the local civil authority refused to grant the owners a permit allowing the cars to race. They said they were dangerous for the crowd and the circuit was too dangerous for the drivers.

All this came about after the teams had travelled over 1,000 miles, practised for one and a half hours officially and up to two days unofficially. Unofficially fastest on Saturday morning practice were Teddy Pilette (VDS Chevron), 1 m 14 s; Bob Evans (McKechnie Trojan), 1 m 14.5 s; Keith Holland (Ian Ward Trojan), 1 m 14.9 s; Guy Edwards (Barclays/Amoco Lola), 1 m 15.1 s; Tom Beale (ShellSport Lola), 1 m 15.3 s; Dave Oxton (Begg), 1 m 16 s. Others to make the fruitless trip were Clive Sante (ShellSport Lola), Terry Sanger (Research Consultants Lola), Graham McRae (McRae), John Russel (McRae), Tony Trimmer (McLaren M18), and Steve Thompson (Servis Chevron).

The main problems in practice were overheating and the abrasive surface of the track. Much hard work was put in by mechanics to solve these problems, but it was all, ultimately, wasted effort. This was very sad for the friendly circuit management who had gone out of their way to be helpful and provide F5000 with the status and practice required.

After the disappointment of the cancellation of the race, the local Go-Kart track was taken over by many teams. Star of the Go-Kart Grand Prix was Teddy Pilette for speed and safety, though Guy Edwards, Bob Evans and David Oxton were hairy and hilarious to say the least. Accidents were incredible for their complexity, frequency and humour and all drivers agreed that mechanics, team managers and sponsors should be banned from racing. This could be because they were sometimes beaten by them and MadDog has nothing on mad-Alex (Guy Edwards's girlfriend) as Frank Cottrell of Amoco will testify. John Webb would have been proud of the crowd of locals at 11.30 pm as news of the unusual goings-on spread fast.

Gardner's G2 victory

Supporting the F2 race at Nivelles last Sunday was a 16 lap Group 2 race offering handsome prize money which attracted several top British G2 contenders.

However there was no holding Frank Gardner in the SCA Freight Camaro which romped home to an easy win leading from flag to flag. For his trouble the Australian collected 100,000 Belgian Francs. Second, equally comfortably, was Brian Muir in Malcolm Gartlan's BMW 3000 CSL which was 2.4 s behind Gardner, although it was quite plain that the Camaro had more in hand and was just playing at racing.

Claude Bourgoignie was third in the Belgian BP Capri RS after losing his clutch at the start.

In the early laps he was led by Andy Rouse's 2-litre Escort and Alain Peltier's fast BMW 3200 CSL; on lap three Bourgoignie passed Peltier and in five more took Rouse although the well driven VWM Escort stayed close for some time before finishing 12.6 s behind. Fifth, a lap behind, was the class winning VWM 1300 Escort of Vince Woodman which dived for most of the race with Alain Dex (1600 Escort) and Peter Hanson's Barbarian 1300 Escort before the latter retired.

Jody in CanAm

Jody Scheckter will be competing in the majority of the CanAm races this year at the wheel of a new turbocharged 5-litre Porsche 917/10.

The car is being entered by veteran Porsche Audi team manager Vasek Polak. They will be running two cars for Scheckter and second year CanAm man Steve Durst. The second car will be a 5.4-litre 917/10. Last year Polak ran a car for Milt Minter which finished second in the championship having one of the most reliable cars in the series.

Scheckter's first ever CanAm race was at Mosport last Sunday when he led for the majority of the event before a tyre burst and sent him into the Armco.

Legal engines

The Swindon Racing Engines-prepared Formula Atlantic BDA engine which Ray Mallock uses in his Chequered Flag March was found to be fully legal when checked by the RAC following a protest from Peter Wardle after Mallock's second place at the InterSerie Silverstone meeting. John Nicholson's engine, which was protested at the same meeting, was also found to be legal.

Lotus cars have produced a special version of the Lotus Elan S130—the current prestige vehicle in their range to celebrate the 50 GP wins scored by Lotus Racing cars. The cars, of which only 50 will be made, will have a black body, gold roof door sills and coachmaker's stripe.

Tour of Britain tyre regulations

The BRSCC announced on Monday a clarification over tyres for the Avon Motor Tour of Britain. It was expected that the same rules concerning tyres in production saloon car racing would apply in the Tour of Britain, but Avon and the BRSCC were concerned about the Kleber and Michelin X tyres being permitted and have subsequently tightened the regulations.

Only the tyres listed in the RAC Blue Book at the beginning of this year will be permitted and none of the additions subsequently

made to that list will be allowed for the Tour. This will cut out the Kleber, Michelin X and Good-year Polyglass tyres. The regulations now stipulate, "before the start and during the event the scrutineers will check the tyres fitted to cars are of the same profile tread pattern and contact area as any random sample being the same tyre pattern available through a normal retail outlet." Coming late in the day, one might expect some withdrawals as a result of this ruling.

Damien Magee's F5000 Brabham

A Formula 5000 Brabham is nearing completion at Motor Racing Developments' Weybridge factory. The car, which is the work of Geoff Ferris, will be a mixture of current Formula 1 and Formula 2 thinking by MRD. Eminent Ulsterman Damien Magee will drive the car when it is ready—"some time this year," according to MRD chief Bernie Ecclestone.



Damien Magee—F5000 drive.

BRIEFLY . . .

● British Rail are organising special day trips to Silverstone for the British Grand Prix. The train departs from Euston Station on June 14 at 08.06 hrs stopping at Watford Junction Station at 08.25 hrs and arriving at Northampton at 09.25 with a special bus to Silverstone. The return journey starts at 19.34 hrs. The cost for a second class fare is £1 for adults and 70p for children.

Bookings are available from the Station Manager, British Rail, Euston Station, London NW1 or the Area Manager, British Rail, Watford Station, Herts.

● The Van Diemen Formula Ford built by Ross Ambrose and Ralph Firmin up in Norfolk scored its first ever win at Brands Hatch last Sunday in the hands of BOC championship leader Donald MacLeod. Having been on pole position for his heat, winning it and getting pole for the final he was handily placed in the final but spun out due to a dud shock absorber.

● Sharp Racing would be interested in hearing from anyone who saw people tampering with their two yellow Royale RP16s at Mallory Park on June 3 or Silverstone practice day June 5 as one of their engines was found to have been destroyed by the introduction of large amounts of sand or rubbing compound to the oil. Any information would be gratefully received at Brighton 25348.

● Among the Grand Prix entries is a converted March 732, equipped with a Martin Murphy-modified Chevrolet V8 and driven by Ray Allen. The car, which was the F2 chassis crashed by Jean-Pierre Jarier at Thruxton earlier this year, has been prepared by Ecurie Santos Racing. ESR also hope to enter a March 722, converted by them to F5000 specification, for Barry Hopwood.

● The Northampton Motor Sport Society are holding a drag racing evening next Monday, June 18. Among the attractions will be the showing of two of the latest American drag films and a personal appearance by Clive Skilton and other personalities from drag racing. The venue will be the Carnegie Hall, Central Library, Abington Street, Northampton. Admission is free and it all starts at 8 pm.

● The Index of Performance at Le Mans was finally won by the Porsche Carrera of Paul Keller/Erwin Kremer/Clemens Schickentanz after it had been led for the most of the race by the works BMW of Dieter Quester/Toine Hezemans. The Ferrari Daytona of Jose Dolhem/Alain Serpaggi was second.

● Found in the DART GRD F3 transporter at Monaco was an 18 carat gold wedding ring. Alastair Dimock would be more than happy to hear from its owner; he can be contacted at GRD (tel: Watton 881521).

Pit and Paddock

Sweden's first GP

The world championship circus moves to Anderstorp in Sweden for the first ever Swedish Grand Prix this Sunday. The battle at the top of the championship table is more exciting than it has been for many years with Jackie Stewart now just four points behind the reigning champion Emerson Fittipaldi. In fact the respective Tyrrell and John Player Special teams seem to be the only teams really in contention at the moment. The number two drivers to Stewart and Fittipaldi, Covert and Peterson, are making their mark more often than not by leading the races in the early stages and being fastest in practice.

The fact that this, the seventh round of the championship is in Sweden, the home country of Peterson, an extra special effort by the joint number 1 can be expected which will undoubtedly see him right up at the front. He finished for the first time in a GP this year at Monaco and if he can retain this quality then he must be a strong bet. But with Stewart and Fittipaldi engaged in such a tight battle for points and Stewart looking for that 26th GP win which will make him the world record holder for wins, the race has all the makings of being superb. Yardley-McLaren will be there with their usual M23s for Denny Hulme and Peter Revson while BRM will be three strong with P160s for the much improved Niki Lauda, Clay Regazzoni and Jean-Pierre Beltoise. The Brabham BT42 is proving to be the best car from MRD since the Ecclestone takeover and both Carlos Reutemann and Wilson Fittipaldi have had some good races with the car recently and will have a spare to choose from for the first time. Andrea de Adamich will not be going in his Ceramica Pagnossin BT37. Frank Williams will have his

much improved Iso-Marlboros for Howden Ganley and Nanni Galli as usual. Both March and Jean-Pierre Jarier are happy with the progress they are making with the 731 which is rapidly becoming very competitive. The Bicester concern will have more cars than anyone else on the grid following their recent rent-a-deals. For Sweden however they will have Reine Wisell in David Purley's Monaco chassis for the



Reine Wisell—F1 March.

first time so that he can race in front of his own crowd. Mike Beuttler will be in the stockbroker car but James Hunt, who made such a promising debut at Monaco, will not be there in the Hekeith car. All the entered cars will have the new nose as seen on the works car at Monaco. The usual two Brooks Bond Surtees TS14s will be present for Mike Hailwood and Carlos Pace while singleton entries are expected from Ferrari and Tecno. The entry will be completed by the usual three Shadows of George Follmer, Jackie Oliver and Graham Hill.



Jean-Pierre Jarier splashes his victory champagne around at Nivelles following his fourth F2 championship win of the season.

F2s at Hockenheim

The F2 circus moves to Hockenheim this week for a complimentary round of the championship. The Swedish GP of course clashes and rules out a number of runners including Jean-Pierre Jarier. However the main contestants should be championship challengers Patrick Depailler in singleton Elf 2 which always goes so well at the German circuit, Jochen Mass in the Matchbox Surtees and Hans Stuck in the STP March-BMW. Otherwise the entry will be basically the same as at Nivelles although the Rondel team will be back to full strength with cars for Tim Schenken, Henri Pescarolo, Bob Wollek, Jean-Pierre Jassaud and Tom Pryce. Andrea de Adamich is giving Anderstorp a miss due to

lack of engines and will have his Fina Brabham while John Watson may be making his F2 return in the works Brabham. Roger Williamson will not be present as his March will not be ready while the Pierre Robert GRDs have no engines at the moment and are giving it a miss.

● Following the seventh round of the European F2 championship at Nivelles last Sunday Jean-Pierre Jarier now has a lead of 15 points over Patrick Depailler, both drivers having used up two of their four complimentary events. The current positions are:

1. Jarier, 36; 2. Depailler, 21; 3. Bob Wollek, 15; 4. Jochen Mass and Mike Beuttler, 15; 5. Vittorio Brambilla, 12; 7. Derek Bell, 10; 8. Dave Morgan, 9.

Championship positions

Rothmans European 5000 Championship: 1. Steve Thompson, 72; 2. Brett Lunger, 54; 3. Tony Dean, 42; 4. Teddy Piletta, 32; 5. Peter Gohin, 43; 6. Keith Holland, 24.

Charles Heuland Challenge (based on practice times): 1. Brett Lunger, 25; 2. Keith Holland, 24; 3. Tony Dean, 21; 4. Gips van Lennep, 20; 5. Peter Gohin, 17; 6. Graham McRae and David Hobbs, 10.

Yellow Pages Formula Atlantic Championship: 1. John Nicholson, 48; 2. Colin Vandervell, 47; 3. David Purley, 40; 4. Peter Wardle, 28; 5. Tom Pryce, 23; 6. Jax Paterson and John Lepp, 22.

John Player Formula 3 Championship: 1. Alan Jones, 47; 2. Russell Wood, 38; 3. Ian Taylor, 44; 4. Tony Brise, 39; 5. Masami Kusushima, 35; 6. Damien Magee, 32.

Lombard North Central Formula 3 Championship: 1. Russell Wood, 17; 2. Tony Brise, 12; 3. Mike Wilde and Alan Jones, 10; 5. Damien Magee and Leonel Friedman, 6.

BP Formula Atlantic Championship: 1. Tom Pryce, 29; 2. Colin Vandervell, 27; 3. David Purley, 25; 4. Ken Bailey and Stephen Choularton, 8; 6. Syd Williams, John Nicholson and Jim Murdoch, 7.

STP Production Sports Car Championship, up to £1200: 1. Geoff Titt, 51; 2. Andrew Chaborn, 42; 3. Terry Hadaway, 30; 4. Mike Chittenden, 27.

£1200-£1625: 1. Shaun Jackson, 84; 2. Ron Hopkinson, 24; 3. John Targate, 9.

£1625-£2000: 1. Roger Smith, 36; 2. Malcolm Wayne, 24; 3. Julian Stock, 21.

Over £2000: 1. Nick Faure, 84; 2. John de Stefano, 33; 3. Alan Minshaw, 21; 4. Chris Meek, 18.

Tricentral Clubman's Formula Championship, 1601 to 1600 cc: 1. Vernon Davies and Frank Syner, 4; 2. Richard Crosswell and Terry Cockerell, 3. Up to 1600 cc: 1. Martin Young, 5; 2. Peter Cooke, 4; 3. Martin White and David Rudkin, 3.

Jaybroad Acceptor Formula Libre Championship: 1. Bobbie Bell, 27; 2. John Campbell, Alan Seiden, John Jordan and Allan Karlberg, 6; 6. Philip Guesale, 5.

STP Formula Ford Championship: 1. Dick Parsons, 18; 2. Derek Lawrence, 14; 3. Donald Macleod, 13; 4. Roger Bruce-White, 12; 5. John Murphy and Frank Hopper, 11.

Emo Uddle Special Saloon, Over 1300 cc: 1. Mick Hill, 18; 2. Tony Hailwood, 7; 3. Tony Sugden, 6. 1001 to 1300 cc: 1. Bob Fox, 15; 2. Ian Briggs, 11; 3. Eric Cook, 5. 851 to 1000 cc: 1. Peter Baldwin, 9; 2. Graham Lloyd, 8; 3. Trevor Cook, 5. Up to 850 cc: 1. Richard Becker, 7; 2. Charles Bertain and Brian Coles, 6.

Castrol Production Saloon Car Championship, up to 1800 cc: 1. Eric Horsfield, 33; 2. Tony Lanfranchi, 24; 3. John Worth, 23. 1800 to £1050: 1. Ivan Dutton, 39; 2. Denis Bisset, 14; 3. Simon Kirby and Mac Ross, 11. £1050 to £1500: 1. Bernard Unatt, 24; 2. Barrie Williams, 23; 3. Tim Stuck, 22. Over £1500: 1. Tony Lanfranchi, 24; 2. Richard Lloyd, 19; 3. Roger Bell and John Brindley, 12.

Tarmac British Racing Championship: 1. Frank Gardner, 46; 2. Colin Vandervell, 31; 3. Peter Gohin, 29; 4. Super Thompson and Brian Muir, 26; 6. Tony Dean and Russell Wood, 23.

MCD Special Saloon Car Championship, up to 850 cc: 1. Neil Dineen, 45; 2. Alan King, 29; 3. Trevor Wilcock, 24.

851-1000 cc: 1. Ray Edge, 43; 2. Rob Mason, 18; 3. Sadril Bell and Aim Cacher, 15.

1001-1300 cc: 1. John Chappell, 27; 2. Bernard Bird, 21; 3. Bob Jones, David Conway and Bob Fox, 15.

Over 1300 cc: 1. Tony Sugden, 43; 2. Dave Millington, 39; 5. Tony Mann, 22.

ShellSport/Granger Grant Clubman's Championship, up to 1000 cc: 1. Peter Cooke, 29; 2. Martin White, 22; 3. Derek Walker, 20; 4. Martin Young, 14.

1001-1400 cc: 1. Richard Mallock, 33; 2. Rob Cochran, 13; 3. Vernon Davies and Neil Stanbury, 12.

Kent Messenger Saloon Car Challenge: 1. Ray Caswell, 24; 2. Ryan Lee and Terry Allen, 15.

Townsend Thomson Formula Ford Challenge: 1. Rob Wicken, 30; 2. Frank Hopper, 24; 3. Richard Morgan, 9; 4. Will Art, 8.

Vanderwall Mexico Award: 1. David Hesk, 38; 2. David Gersford, 22; 3. Michael Dahoven and Charles Bertain, 12; 5. Lei Hopkins and Peter Owan, 6.

Kemmering Motor Services Driver of the Year Award: 1. Neil Corner, 72; 2. Tony Lanfranchi, 70; 3. Brian Hough and Mick Hill, 65; 5. Willie Green and Bobbie Bell, 63.

Metecraft Mexico Challenge: 1. Alan Wilkinson, 27; 2. Rod Mansfield, 26; 3. Barrie Williams, 11; 4. Tony Dean and Mike Freeman, 3; 6. David de Costa, 4.

Clermont Ferrand

Clermont Ferrand plays host to the 2-litre Sports Car Championship contenders with a single 300 kms race. All the usual runners will be there including Jean-Pierre Jabouille in the Alpine, the Chevrons of John Burton and John Lepp, Gerard Larrousse's Lola-BMW, the Barclay's Lolas of Guy Edwards and Jim Busby, the March-BMWs of Vic Elford, Toine Hezemans and Italian newcomer Cosimo Turizlo, the Abarths of Dieter Quester and Jean-Claude Andruet.

There is also a round of the French F3 championship with all the top local runners with Australian Larry Perkins expected to be the main British based inter-loper with his GRD.

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The vintage car race meeting of the year at Oulton Park, Saturday, June 16th
First race 1.15 p.m.
Practice from 9 a.m.



CHESHIRE LIFE TROPHY.
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FREE CAR PARKS.

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For further details contact **CHESHIRE CAR CIRCUIT LIMITED, OULTON PARK, (NEAR TARPORLEY), CHESHIRE.**

Tel: Little Budworth 301.

The Promoters reserve the right, without notice, to make any alterations to the race programme.

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RICHARD SEAMAN MEMORIAL TROPHIES in honour of that great racing driver. There is also the famous

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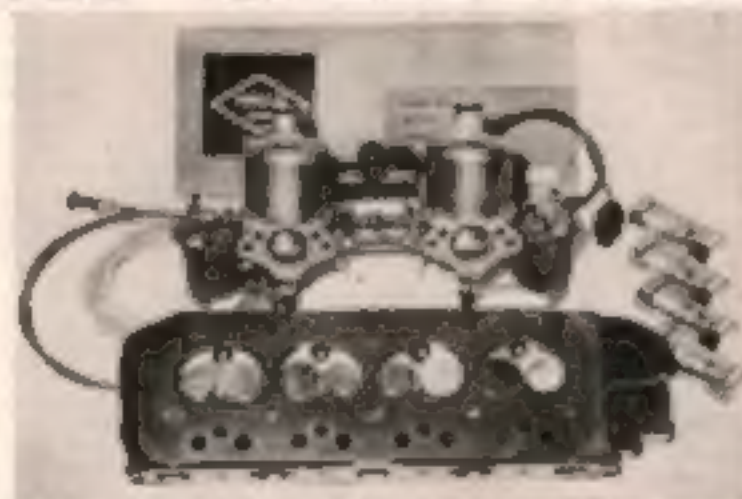
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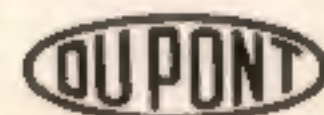
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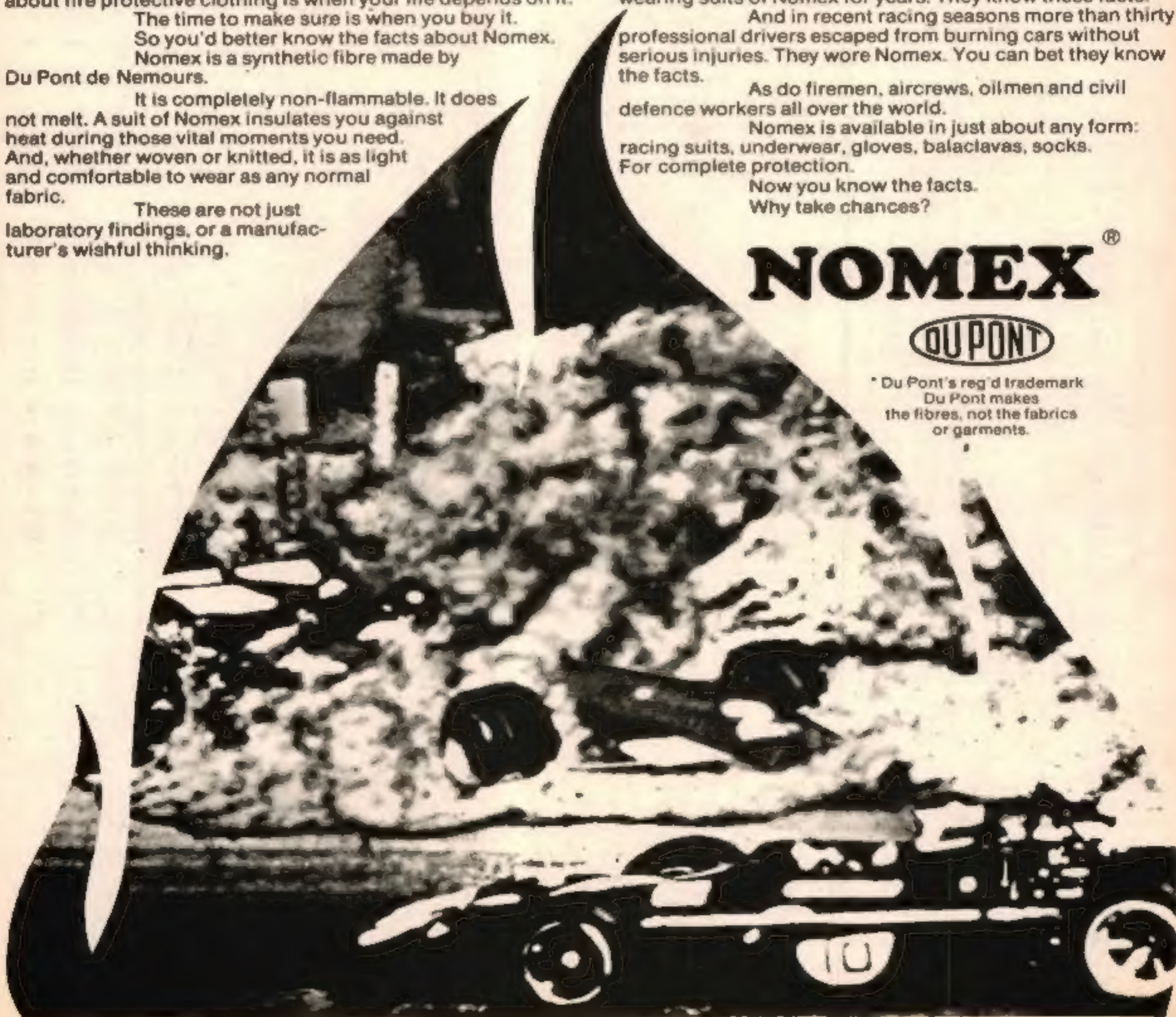
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All your weekend sport

OULTON PARK

Annual Richard Seaman Memorial Trophies Meeting attracts fabulous entry of over 180 cars — ERAs versus Bentley Napier in Historic Seaman — eight races and Concours d'Elegance.

This Saturday's VSCC Richard Seaman Memorial Trophies Meeting at Oulton Park is one of the highlights of the vintage year, and as usual has attracted a fabulous entry. Main races are the Seaman Trophy races, for historic and for vintage racing cars. The Historic Seaman features 11 ERAs including Neil Corner, Martin Morris, Hon Patrick Lindsay, Peter Waller, John Venables-Llewellyn, Nigel Arnold-Forster and Patrick Marsh, while David Llewellyn's incredible 24 litre Napier Lion aero engined Bentley should be quite a sight around Oulton battling with ERAs! Guy Smith's rapid 3½ litre Alvis-engined Frazer Nash should be a strong contender too, and Warrington's Appleton Special should cause some interest (it has a blown Riley engine in a Maserati chassis).

The Vintage Seaman race has added attractions, for the winner of this race will be presented with a double magnum of Cordon Rouge champagne with a bottle going to every finisher. The association is that Raymond Mays' Brescia Bugatti used to be sponsored by G. H. Mumm—the makers of the champagne—so perhaps a Bugatti victory would be appropriate! Hamish Moffatt has won this race twice previously with Frank Wall's monotorque Bugatti 35B so hopes for the hat-trick, but has David Llewellyn's Bentley Napier to contend with. Other notable challengers include Ron Footitt's AC-engined Cognac Special, Peter Morley's Bentley Pacey Hassan, Martin Morris in Hamish Morten's Bentley 3/4, Arnold Forster's Delage, four other Bugattis, five other Bentleys and many other contenders.

Neil Corner's Aston Martin

DBR4 or Maserati 250F should have the all-comers' scratch race to itself, Neil's main opposition coming from John Roberts' Lotus 16, three Maseratis, Pilkington's Lago Talbot, three Cooper-Bristols, Lockhart's Rover and eight ERAs.

In addition to these races, there are five 4 lap handicap races, one exclusively for chain-driven Frazer Nash and GN cars and another including Morgan three-wheelers. There is also a 45-car entry in the Concours d'Elegance for the Cheshire Life Trophy. Let's hope the weather is fine for this superb attraction at Oulton Park, Cheshire this Saturday. The first race starts at 1 pm with practice on the morning.

CASTLE COMBE

FordSport in the West—another rally drivers versus racing drivers Consul race.

Apart from all the usual FordSport attractions, this Saturday's Castle Combe meeting—this circuit's first FordSport day—features seven races, the most notable being a match rally/racing drivers event in 3-litre Consul GTs. Drivers taking part are Roger Clark, Tony Fall, Mike Hibbert, Tony Fowkes, Gerry Marshall, Vince Woodman, Andy Rouse, Dave Matthews, Brian Cutting, Dave Brodie, Gillian Fortescue-Thomas, Richard Longman and Jeff Churchill.

The BOC FF round has attracted a vast entry for two races including Derek Lawrence, Donald Macleod, Peter Harrington, Sid Fox and John Crowe. There's also a Motorcraft Mexico Challenge race including David Da Costa, Barrie Williams, Rod Mansfield, Stuart McCrudden and Mike Crabtree, while a race for full-race saloons sees the Escorts of Cutting, Woodman and Rouse take on Longman's Mini. Also in the programme is a 7 lap race for GT40s and Cobras which sees Paul Weldon and Anthony Hutton head the GT40 line-up and John Harper, Nick Green and Lord Cross head the Cobra challenge.

Midget cars, a flying display and other demonstrations are all part of Castle Combe's biggest attrac-

tion of the year, taking place this Saturday. The racing starts at 2.30 pm.

THRUXTON

Vast entry for Championship meeting—F3, production saloons and special saloons are star attractions.

Eight races are planned by the BARC's Bristol and Bath centre at Thruxton this Sunday, culminating in a 15 lap Formula 3 race which includes Alan Jones, Ian Taylor, Tony Brise, Lionel Friedrich, Masami Kuwashima, Russell Woods, Mo Harness and Mike Wilds. Production saloon entries feature Lanfranchi and Bell in BMWs, Spice and Brindley in Capris, Unett's Hunter, Dutton's Escort Sport while John Turner appears in the Moskvich line-up.

There are two special saloon races, with leading entries featuring Strawson's Falcon, Hazelwood's Daf, Cutting, Turner Woodman and Rouse in Escorts, Longman's 1420 cc Mini and hordes of other leading names. Equally as large are contenders in the STP Formula Ford Championship with Lawrence, Wentz, Neve, Crowe and Hawkins being among the top names. The sports GT fields Hutton's Ford GT40, Markey's Lotus 30, Lord's Lola and Aston's Astra, while the clubmen's sports car race includes Noel Stanbury's Gryphon, Ian Phillips' Gryphon, Peter Evans' Access and Richard Groombridge's Hustler.

An excellent programme of races, at Thruxton this Sunday, starting at 2.30 pm.

● Club racing at Brands Hatch, Croft and Snetterton. At Brands Hatch, the Ronford Enthusiasts' CC have championship rounds for F4, Mini Miglia, FI200, Mini 7, Monoposto, Kent Messenger 1 litre saloon, Townsend Thorsten FF, with a ShellSport Celebrity race and a non-championship saloon race. First race starts at 2.30 pm. At Croft, the NSCC have a seven race programme including a Wendy Woods special saloon race, with other races for FF, mod sports, clubmen's and libre and the action starts at 2.45 pm. Finally, at Snetterton

the West Essex CC are staging a clubmen's meeting.

● The big saloon feature at Mondello Park this Sunday (June 17) includes quite a line-up, led by Brian Muir (Gartlan 3.3 BMW CSL), Mick Hill (Ford Capri V8), Gerry Marshall (DTV Firenze), Bill Dryden (Firenze), John Pope (Viva) and Laurie Hickman (Escort). It is possible that the winner of this race last year, Frank Gardner, will also be there with the 7-litre SCA Chevy Camaro. The Irish contingent includes Des Donnelly with his new Viva.

INTERNATIONAL DIARY

June 16
Woking Glen, USA (TransAm).
June 17
Swedish Grand Prix, Anderstorp (World Championship for Drivers, Formula 1, round 7).
Hockenheim, Germany (European Championship for Formula 2 drivers, round 8 and European FF Championship, round 3).
Clermont-Ferrand, France (European Championship for Makes up to 2 litres, round 4).
Woking Glen, USA (L&M PS5000 Championship, round 5).
June 21/24
Zlatni-Pisak, Rally, Bulgaria (European Rally Championship for Drivers, round 18).
June 24
Rouen, France (European Championship for Formula 2 Drivers, round 9).
Osterreichring 1000 kms, Austria (World Championship for Makes, round 9).
Nivelles, Belgium (European Championship for GT cars, round 4).
Hockenheim, Germany (Interpolis, round 4).
Nurburgring, Germany (G2, G4, FV, FSV).
July 1
French Grand Prix, Paul Ricard (World Championship for Drivers, Formula 1, round 8, and John Player F1 Championship, round 7).
Trento-Bondone, Italy (European Hillclimb Championship, round 5).
Zandvoort, Holland (Rothmans Formula 5000 European Championship, round 8).
Schaefer 500, Pocono, USA (USAC).
Dennybrooks, USA (TransAm).
July 4
Firecracker 400, Daytona, USA (NASCAR).
July 6/7
Vltava Rally, Czechoslovakia (European Rally Championship for Drivers, round 14).
July 8
Osterreichring, Austria (European Championship for Formula 2 Drivers, round 10).
Nurburgring, Germany (European Championship for Touring cars, round 4).
Estoril, Portugal (European Championship for GT cars, round 5).
Road Atlanta, USA (CanAm Challenge Cup, round 2).
Cesana-Sestriere, Italy (European Hillclimb Championship, round 6).
Mallory Park, England (Rothmans Formula 3000 European Championship, round 10).
Leinster Trophy, Mondello Park, Ireland.
Milano, Italy (G3).

CATCHPOLE

By Barry Foley

... AND THIS DRIVER WHO...



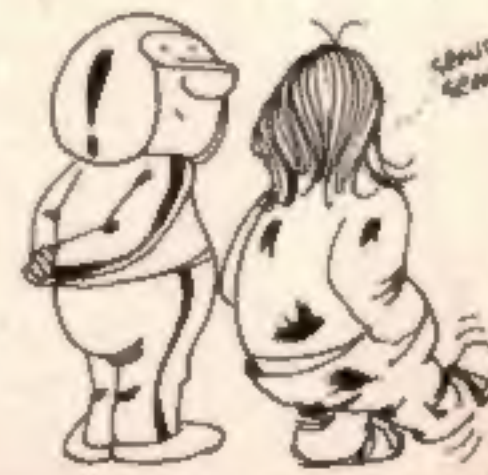
... WAS A SUPERMARKET OWNER
WAS OVER 30 SECS IN THE...



... LEAD, THEN ON LAP NINE HE
SPUN OFF AND DISAPPEARED
INTO THE LONG GRASS...



... IT'S WHAT THEY CALL
'A LOST LEADER'





CanAm winner Charlie Kemp in the RC Cola Porsche 917/10.

MOSPORT PARK

Kemp lasts out

By GORDON KIRBY

It was not a promising opener to the CanAm season. The only prospects of a motor race lay with Donohue, Scheckter and Follmer, but they all ran into troubles in the very early going and it was the second RC Cola Porsche 917/10 of Charlie Kemp that took a well-paced win over a decimated field. Donohue and Scheckter actually raced over the first few laps, with Jody getting by during the first lap and Donohue retaking the lead a couple of laps later only to run into the first of the backmarkers and lose much of the blue Porsche's bulbous bodywork. So, by the sixth lap Scheckter found himself with a huge lead from Kemp, for Follmer had stopped with a flat tyre. It looked as if Jody was going to win his first CanAm by over a lap, but he too suffered a flat tyre and spun gently into the guardrail leaving Kemp as an easy winner.

Over the years we have been taught to accept CanAm as more of a show than a race, as a technical showplace, as a free forum where unfettered minds and monies can create the ultimate in racing machinery. That has been a barely acceptable principle, but the new Mosport garage complex housed only two new cars and at least a dozen ageing, very conventional, Group 7 club racers. The Sunoco Porsche 917/30 and the UOP Shadow DN2 are both well-conceived and constructed and, in the case of the Porsche, a well developed racing car, but neither had any great technical innovations. Without this improvement of the breed theory to fall back on, there is very little strength to any support of the current Group 7 regulations.

ENTRY AND PRACTICE

Like the race that followed, Mosport practice was a rather desolate experience and it was only the intrigue of the new Penske Porsche, the excitement of Jody Scheckter's enthusiastic driving and the hope of the new UOP Shadow which kept things from being an utter club race. There was none of that close and busy pursuit for perfection that one expects in a professional motor race and Kirby can only echo Lyons' Plea of Things Can Only Get Better.

The Sunoco Porsche sort of eased into its pole position, appearing, first of all, to be suffering some basic sorting problems which allowed the 917/10s of Scheckter and Follmer to be briefly quicker. The Porsche seemed to be rolling into a gentle understeer condition, although this was, perhaps, accentuated to the eye by its long tail and very closely skirted Goodyears. Late on Friday a change was made to softer front rubber and this, in addition to a few secrecy-shrouded tweaks, allowed Donohue to do a tidy 1 m 41.1 s which was almost 2 s quicker than he had

gone throughout most of the day and one-tenth quicker than his pole time of last year. The circuit itself has been extensively resurfaced so that most of the badly rippled braking zones have been smoothed away, but there was a lot of blowing sand about so that the road was not at its best.

The new Porsche, backed by Sunoco and Porsche-Audi, is some 7 in longer in the wheelbase, while the track has been narrowed marginally in an effort to reduce the frontal area. The rather sharp, shovel lip of last year's Porsche has been eased towards a gentler and fuller, drooping snoot. This image is further enhanced by the larger brake ducts and heavy mesh which curves over the nose slot. The tail section has also been extensively reworked in an effort to get the wing hung out well behind the car, and to this end a subframe extends beyond the chassis to support an extra two feet of bodywork. All of this gives an impression of the 917/30 being incredibly long and cumbersome, yet the car seems to be extremely precise and Donohue is able to simply drive it through the very worst plunging, downhill turns with virtually no change at all in the car's attitude. It is deceptive motoring at its best, and the muffled whine of the enlarged 5.4 litre flat 12 completes the illusion of an easily controllable and entirely drivable motor car that you or I might be able to handle.

Jody Scheckter provided an enjoyable contrast to Donohue's efficient display. Vasek Polak had ordered a new 917/10 during the winter and had tracked Jody down at a F5000 race with a mind to working out a deal that would suit Scheckter, McLaren Racing, Rondel and, of course, Vasek Polak. Everything was finalised about a week before the race and Jody had his first taste of turbo-Porsche power in a Wednesday practice-cum-press-day. It was a different experience for Scheckter. He very rapidly discovered that

he couldn't brake late and throw the car through the corner, using the power to hold everything into the apex. "I'm learning all over again," said Jody as he drove on to a 1 m 15.5 s, troubled only by tyre vibration which would really shake the car as the power came on and tried to snap the Porsche's tail back into line. By the middle of Saturday's qualifying session everybody seemed to have resigned themselves to whatever place they had earned and the Porsche PR people found time to roll the blue 917/30 and the white 917/10 out on to the front straight for a few advertising shots.

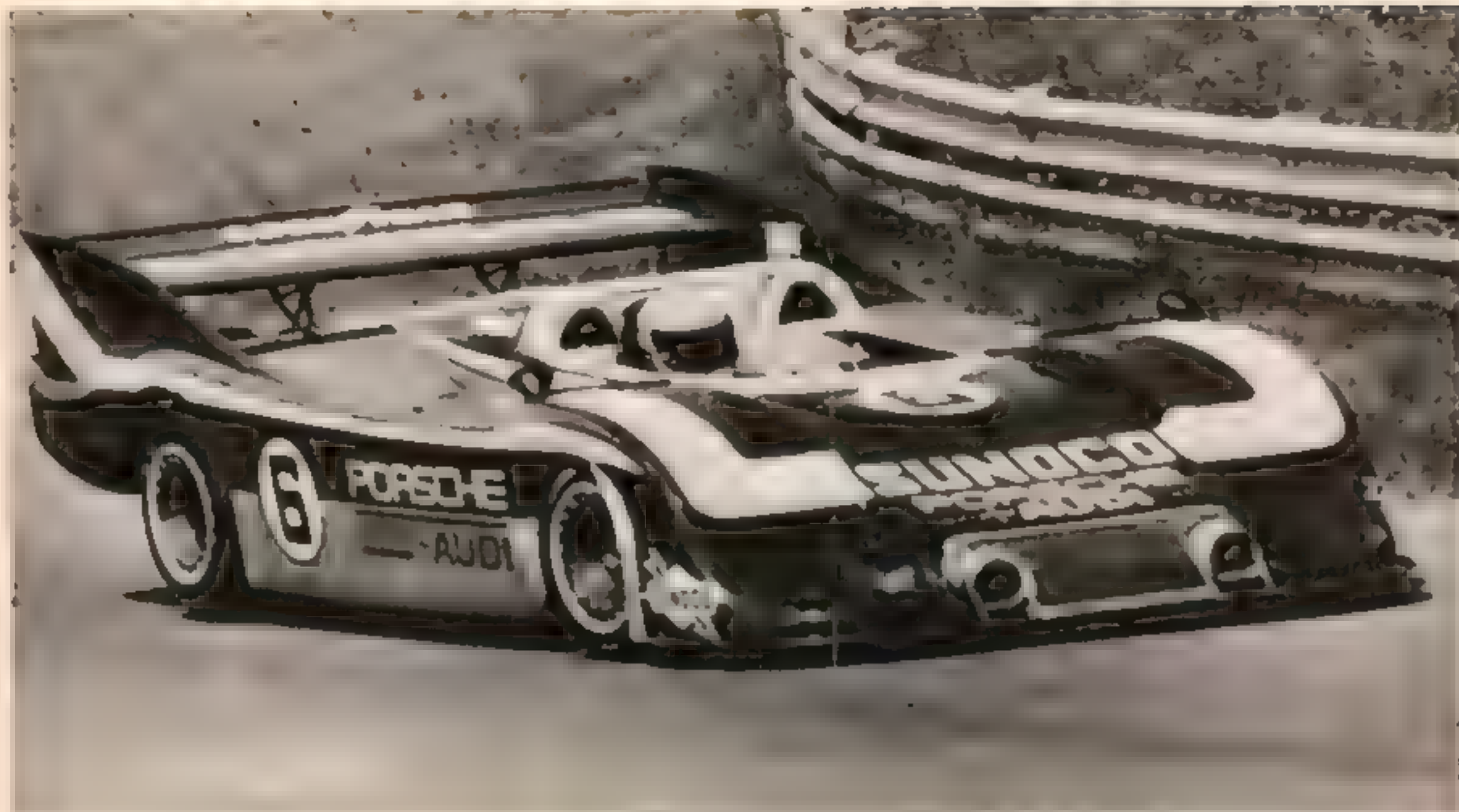
The second row was also Porsche-Porsche, both of these coloured in the white and red of Bobby Rinzler's sponsor, Royal Crown Cola. George Follmer was quickest, and despite a series of giggling little problems the CanAm Champion drove very crisply to a 1 m 15.9 s. His Porsche is much the same as last year, although the Rinzler team have moved the wing back almost a full 12 in. Charlie Kemp drove the other RC Cola car into fourth place with a particularly consistent 1 m 17.2 s, and though he may not be the great new star that his PR claims, he is certainly very competent and seems to be well aware of his limits. Kemp's 917 benefits from an electric motor which can be used to push the turbo boost up to whatever may be necessary and is controlled from a toggle switch just ahead of the gear lever.

Hurley Hayward arrived with the ex-Peter Gregg 917/10 and worked down carefully to a 1 m 19.4 s after blowing an engine on Thursday and then losing lots of time on Friday when the clutch started slipping, thanks to some oil which had spewed out from the broken engine of the previous day.

Local man John Cordts arrived from his cabin in the Canadian north-country and managed only a handful of trouble-free laps with the same McLaren M8D that he drove last year. Nevertheless Cordts did a good 1 m 19.7 s to be the quickest unturbocharged, non-Porsche runner. He might have gone a little quicker but an injection problem cropped up on Saturday and Cordts didn't get out at all.

John Cannon found himself a drive in Lothar Motschenbacher's immaculate McLaren M8F and after spending Friday fitting his new, leaner body into the car and then discovering an extra 13 degrees of unwanted timing in the Chevy, Cannon got down to a 1 m 20.2 s for seventh best. Jackie Oliver and the Shadow men arrived with their new Tony Southgate car in an unfinished state and they toiled away through Friday and Saturday morning finishing things off. When Jackie did get out the brakes locked on midway through his second lap and it wasn't until very late in the day that Oliver finally got out for a series of laps. Under those conditions Oliver's 1 m 23.2 s was entirely satisfactory and it was a pleasure to see him pressing on almost immediately in a car that was totally unknown to him.

The Shadow was running an unturbocharged 8.1 litre Chevy for this race and they will keep that engine in the chassis until the car is suitably sorted. The new Shadow is entirely different than last year's car and follows the same longer, wider and flatter theme of the F1 Shadow. The wheelbase is 5 in longer, the front rack is 2 in wider and the rear wheels are 4 in further apart. The bodywork is distinctly reminiscent of last year's Lola T310 with a long, chisel nose curving into abrupt wheel arches which fall away directly behind the wheels and pick up the rest of the bodywork at waist height. The fibreglass then rises gently alongside the cockpit and carries on across the rear wheels, ending immediately behind the back rubber. Like last year's car, the very large wing is mounted clear of the bodywork and directly above the gearbox. The twin radiators live behind the front wheels at an angle of less than 20 degrees to the centreline of the car, and are fed through square-section ducts on either side of the nose. The radiators are shrouded completely and the hot air exits between the side of the tub and the shrouds just at the dash panel line.



Mark Donohue's Sunoco Porsche diced out the lead with Scheckter's Porsche before Donohue hit a back marker and lost many laps in the pits

There was only one car that could really be expected to challenge the Porsche supremacy at Mosport and that was the ex-Revson McLaren M20 of Roy Woods Carlings Black Label for David Hobbs. But there was nothing but bad luck waiting for Hobbs. First of all the truck broke down halfway between California and Mosport, then a halfshaft broke as David cruised around on his first lap late on Saturday morning. The broken shaft flailed about and tore its upright apart, so it wasn't until mid-afternoon that Hobbs got out again, but after two-and-a-half laps something broke going through a downhill right hander and the black McLaren spun into the guardrail with enough speed to bend both corners on the left side. The exhausted Roy Woods team packed up and went home.

RACE

There was a lot of gusty wind billowing across the rolling Mosport hills on Sunday, and though these winds may have cooled the hot sun a little, they were swirling little clouds of sand across the road and making things fairly slippery. Not the sort of conditions to make one terribly happy with the surging power of 900 turbocharged horse power.

It took two pace laps to start this first CanAm of the year, and with Eppie Wietzes driving the pace car the field was in extremely good order as they surged beneath the starter's stand, Donohue stealing a few car lengths before the flag dropped. Scheckter stuck his Porsche's nose right underneath the blue wing of the Sunoco car and this duo catapulted up the road away from the first corner with Follmer already a few car lengths behind but clear of the rest. Oliver was looking for any holes he could find as the Shadow bellowed over the hill into the long, double apex turn two, there was Oliver thrashing through on the inside using all of the verge and plucking away a few places.

Scheckter jumped heavily on the throttle as he came out of the tight, first gear right-hander leading on to the climbing back straight, and it was a few moments before

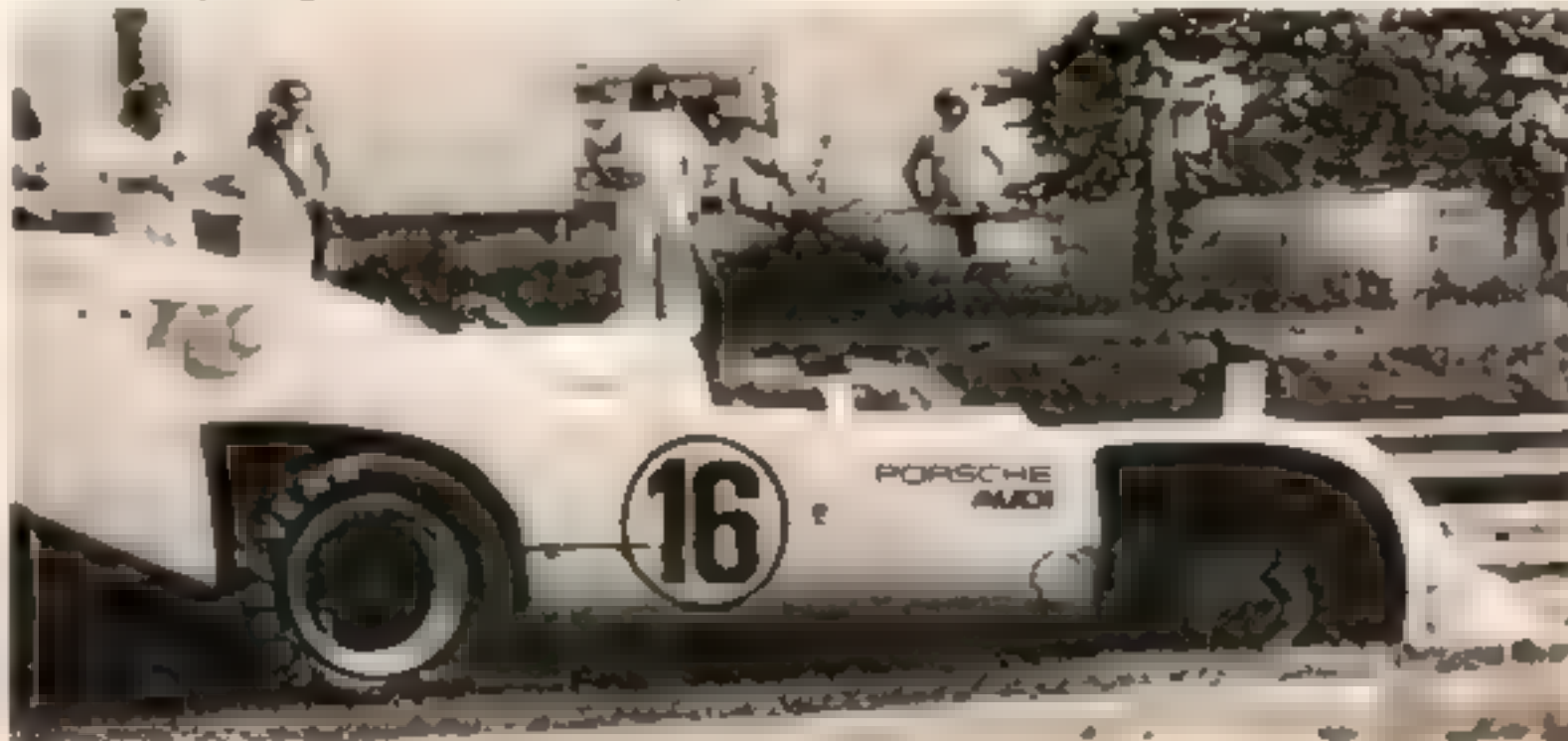
Donohue too was pushing his foot down and the turbochargers were whistling in their own flat dust. As they crested the long hill Scheckter flicked out from behind Donohue and slid through into the tightening esses. Scheckter had the lead, but Donohue was still right there and Follmer came through a couple of seconds behind in a collected and cool manner. Kemp was a further couple of seconds back with Cordis forcing his yellow McLaren into place directly behind and ahead of Hayward's Porsche, then came Cannon, Oliver and Wiedmer.

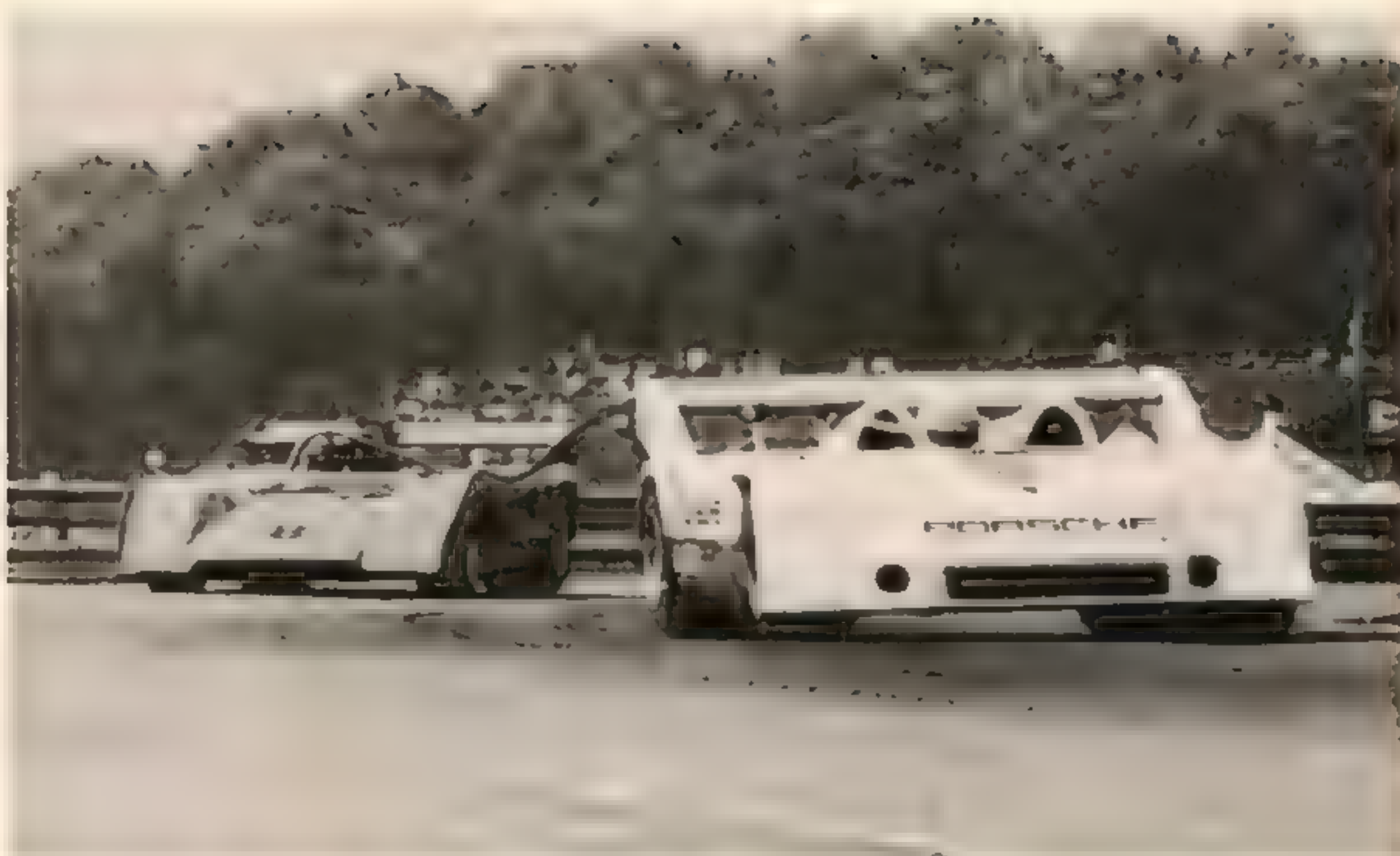
Scheckter was literally chucking his Porsche down the road, letting it understeer off until the last possible instant and then flicking some lock on and bringing the car back in hand. Jody kept this up for a couple of laps, with the blue Porsche of Donohue always a few inches behind. On the third lap Donohue gathered it up and flitted by Scheckter at the end of the straight and almost immediately pulled out a few car lengths. A lap later Donohue leaped over the crest of the hill with Scheckter still just a few car lengths behind

and there, just braking into the quick right hander that starts the esses, was Jim Butcher. Donohue began to move across to lap Butcher on the inside, then thought better of it and flicked back to the outside line just as Butcher raised his hand to wave the leader by on the inside. By now both were committed to their lines, Donohue was inching off into the rough in his efforts at finding some small space and then the Porsche's right front collided with the left rear of the other car. They both went scrabbling off across the dirt and Scheckter slipped through inside it all into a 10 s lead.

By the time Jody whistled past the pits he had an even greater lead for Follmer had picked some debris up in a tyre and dashing into the pits, yelling for the fronts to be changed. Just as the new fronts were being tightened it was noticed that a rear was actually flat and poor Follmer had to sit there while two laps were lost. While all this was going on Donohue had made it to the pits for Penske's men to do some quick tear and tape work. Mark drove out again about a half

The end of George Follmer's run at Mosport





Jody Scheckter made an impressive debut with the Vasek Polak Porsche, leading the race until a tyre burst. Here he laps Patrick's McLaren

lap behind Follmer, but with the base of the nose twisted 8 in higher than it should and the right front fender ripped away completely.

Scheckter had a huge 25 s lead after just 10 laps with Kemp and Hayward in close order then a large gap to Cannon who was followed by Cordis and Wiedmer. Follmer was just ahead of Kemp on the road and barely edging away as he scrubbed in his new rubber, while Donohue was playing himself in to the limits of his unbalanced Porsche which was far from manageable on the fast stuff where all the time is made or lost at Mosport.

Jody gradually eased his pace over the next dozen laps until he settled into a very comfortable 1 m 20 s rate of lappery. By the 28th lap the Vasek Polak 917 had lapped all but Kemp and Hayward, and had pulled out a 35 s lead. Then, just a few laps later Scheckter came by at a much easier pace, the Porsche looking strangely vague and loose. He cruised past the pits on his 30th lap ready to do just one more lap of diagnosis, but as the Porsche went down the incline through the first turn a rear tyre burst and Scheckter could do nothing about the car spinning into the guardrail on the outside and crunching both ends lightly but enough to end things then and there.

So it was Charlie Kemp who now led and by almost a full lap, for Hayward, who had been getting to grips with his Porsche and chasing Kemp until he got held up by some backmarkers, pulled off less than a minute after Scheckter's demise. Hayward had suffered his second engine failure of the week-end, this time the output shaft breaking.

The biggest interest left now was in watching Follmer's progress for he was clearly the fastest car on the track and worked his way up from 16th to fifth in less than 25 laps. By the 40th lap Follmer was third and a dozen laps later he drove by and away from Wiedmer who had been second since the respective ends of Scheckter and Hayward. A

Wiedmer's second-placed Porsche finished two laps behind the winner



lap after passing Wiedmer, the RC Cola Porsche was over 6 s ahead and Follmer was now closing on his team-mate. Follmer had first to catch Kemp and unlap himself, but there was a slim mathematical possibility that George could do it and he was the only man on the track who was really trying. The few people who were aware of his progress were clicking their stopwatches and thumbing their lap charts. But this was not a race for the frontrunners and on his 54th lap Follmer ground to a stop at the bottom of the circuit with the ring and pinion gone. He was not a happy man as he sat on the bank watching his team-mate cruise to victory.

The last 25 laps were like the last four hours of a bad 12-hour race. We just waited for Kemp to finish and Bobby Rinzier to pop open his magnum of RC Cola. Wiedmer was over two laps behind in second with CanAm veteran Bob Nagel finishing third, yet another lap behind in the ex-Jackie Stewart Lola T260. Scooter Patrick had led Nagel for a good part of the race, but the Lola got by the ex-works McLaren M8F just past half-distance and edged away to a comfortable 7 s cushion. Steve Durst almost caught Patrick at the flag and John Cannon worked up well after losing a couple of laps in the early stages with a stop to tighten a loose rear wheel. Cannon had got up to fourth by the sixth lap and

had been running very easily, keeping the revs down to 6000 and holding his place with ease. John Cordis had inherited fourth from Cannon, but a rear shock broke on the 19th lap and he lost almost three laps while having that changed. Cordis went out again and was up to fifth with 15 laps to go and catching both Patrick and Nagel, but then the engine started hesitating and the McLaren got slower and slower and finally stopped with the fuel system refusing to pick up what was left in the tanks.

Donohue drove his battered Porsche with incredible precision to an eventual seventh place. It is a mark of Donohue's skill that he could maintain a regular pace of within a second, and usually just a few tenths variance, during the 68 laps that he drove with the battered Porsche. Jackie Oliver had been chasing Cannon hard, when the Shadow's gearbox broke on its third lap and the car's first test session came to an end.

Mosport Park, 60 laps		CanAm Challenge, round 1	
1. Charlie Kemp	5.3 Porsche 917/10 T/C1	1. h 48 m	
2. Hans Wiedmer	5.0 Porsche 917/10 T/C1	78 mps	
3. Bob Nagel	5.4 McLaren Chevrolet M8F	77 mps	
4. Scooter Patrick	6.1 McLaren Chevrolet M8F	77 mps	
5. Steve Durst	6.1 McLaren Chevrolet M8F	77 mps	
6. John Cannon	48.1 McLaren Chevrolet M8F	77 mps	
7. Mark Donohue	5.4 Porsche 917/10	73 mps	
8. Ed Follmer	8 McLaren Chevrolet M8F	71 mps	
John Cordis	7.4 McLaren Chevrolet M8F	68 mps	10.
Pete Sherman	7.5 McLaren Chevrolet M8F	67 mps	
Fastest lap: Donohue, 1 m 18 s			

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Champion Sir Nick Williamson's first run was a bit hairy, but his second gave him second place

SHELSLEY WALSH

MacDowel's points and record

Mike MacDowel was magnificent at Shelsley Walsh last Sunday. Following a close class struggle in which he had lost his old outright hill record to Richard Thwaites, MacDowel showed why he is leading the RAC hillclimb championship by powering sideways off the line and showing what it's all about with a display of neat motoring which reclaimed his record and gave him another 18 points to his championship total.

Thwaites and MacDowel are currently dominating the hillclimb scene and just of late the McLaren M10B driver has been getting the better of MacDowel. Determined to gain the upper hand Mike decided to take a leaf out of his opponent's book and fit Goodyear slicks to the rear of his Brabham-Repco BT36X. Having made his first practice run without them he proceeded to knock a second off his time and get below his hill record on his second run with them. The scene was set therefore for another first class Midlands AC meeting with everybody saying that the winner would have to be in the 28s—and this only two years since Hepworth beat the half minute barrier!

First however the class runs and a close struggle for supremacy in the saloon class. Having trailed Robin Yeomans' Cooper S on the first runs Alex Boyle took a very narrow victory with his one litre Lassman entered Cooper S. Driving Robin Rew's ex-works Reliant Sabre very bravely "Motor" road tester Gordon Brooks came in third with a car which has been hillclimbed in the past by no less a person than many times champion Tony Marsh. The small modsports class was far less exciting with virtually no opposition for Russ Ward's John Brown Motors MG Midget. Tony Bancroft's old record fell in the next class as the Cobra-E type battle continued with a win for the Anglo-American hybrid, this time in the hands of Martin Maycroft who beat Nigel Pow's consistent Jaguar and Steve Hemingway's Turner. A competitive Nick Green unfortunately damaged the offside of his Cobra, going off in the Esses. Alister Douglas-Osborn just goes on demolishing records and with his ex-works Mallock U2 Mk 12 used last year in F3, he added the Shelsley small sports car record to his list of scalps. John Stuart's BDA engined U2 Mk 8B was an easy second. Unfortunately in this class Tommy Clapham rolled his U2 Mk 11 and was taken to hospital with a dislocated collar bone and broken leg. With John Burton in attendance and fluffing slightly Reg Phillips (Chevron B19) still took the large sports class—and this with a missed gear change on his quicker run. However Phil Scragg had been quicker on the first runs, not with his

Chevron B19 but with the old faithful Lola T70 with Lotus 7 like bodywork. The Chevron had suffered a seized oil pump in practice.

David Latham (Cooper Mk 10) was more than delighted to have beaten Colin Myler (Cooper Mk 11) in the 500 cc racing car class and remarked that after the winning drive by Gordon Bruce here last year in the same car that it must have a special liking for Shelsley.

There was a different look about the 1100 class—David Franklin didn't win! He spun at the Esses on his first run and, on this power hill, wasn't able to get on terms on his second. Even had everything been all right though he would have had difficulty in staying with Roger Willoughby (super charged Brabham BT15). The Doc was in scintillating form and demolished his own record with a press-on display of driving. Alan Richards took a fine second place in his FJ Gryphon, leaving third place to Barbon class winner, Scotsman Alex Brown (Ginetta G17). Tony Harrison really has taken to his ex-Mike Hesley Brabham BT35 and again took the 1600 cc class with a time close to Hawley's own record. Behind the trials man came Ken MacMaster's rapid GRD 272 and an out-of-luck Geoff Rollason (Lotus 69). Following his Barbon misfortunes the clutch pipe broke on the first run and although quickly mended caused clutch slip on the second run.

Usually the large racing car class is just a means of qualifying for the top 10 runs, but not this time. The battle was on from the word go. First Thwaites in his Eastern Carpet Stores McLaren demolished MacDowel's record on his first run. The Dewsbury lad was driving with a stiff arm following a Monaco GP accident—he fell off a moped in the Principality! MacDowel was now really determined to show who was the master and took a tenth of a second off Thwaites' new time on his second run. Richard had more to come though and claimed the class with a fine 29.10 s—the sub 29 now looked really near. Three others were below the half minute, these being a very tweaked-up Sir Nicholas Williamson (Marlyn-DFV), Tony Griffiths back from the continent with his Brabham BT33 and Roy Lane (McLaren M14D). It can now be disclosed that the worthy Warwick driver has now received sponsorship from Manpower who last year backed Jonty Williamson in the RAC Sprint series. With David Hepworth's Guyson Sandblaster still not ready following Wiscombe there was only one member of this class who didn't qualify for the top 10 runs this being former Bentley driver Alan Padgett who now has the ex-Richard Scott F2 Brabham BT38-17 to which he has fitted an 1850 RES BDA.

Finally there was a group of historic and Bentley classes providing wins for Georgina Baille Hill (HWM Alta-Jaguar), Keith Knight (Riley Sports), the amazing Tom Elton (Cooper Mk 10) and Barry Eastick (Bentley Continental).

The championship runs were fantastic with over half of them below the half minute. For the second round running Tony Harrison was doomed to 10th place. The cheerful Brummie made the mistake of changing his tyres for the top ten runs and the car didn't handle as it had earlier. Above him in the lists was Tony Bancroft (Penine Motor Group McLaren M10B) who was unable to take his first run due to a petrol leak and who made rather a mess of his second run in an effort to make up for this. David Good (Lynca-DFV) was eighth with some fast acceleration on his first run. Unfortunately he stopped at the Kennel on his second run, a disconnected gear lever in his hand. Give Peter Boshier-Jones a competitive car and goodness knows what he would do but unfortunately he only has an old Brabham BT21C and can you remember when they were in current use? However Peter is currently going better than ever and recorded a time less than half a second away from the half minute barrier. Tony Griffiths was trying a bit too hard and consequently was somewhat untidy. Nevertheless he broke the minute barrier but couldn't go as fast as he had in the class runs. Only sixth place this time. Chris Cramer (Grunhalls Lager Special March 723) is now going even quicker than Sir Nicholas Williamson did last year with the same Hart BDA and Hewland gearbox. A fine fifth place was the result this time with a very competitive 29.74 s. As at Barbon Roy Lane in his Manpower McLaren looked in line for a high placing on the first runs. He was lying third only 0.03 s behind the second place man. On his second run he went even quicker beating all but MacDowel's first run. However both Thwaites and Williamson were to go quicker and demote Roy to fourth. Richard Thwaites pointed the nose of his McLaren at the bank a bit too much on his first run to match his class run. Nevertheless he was lying second after the first runs. Sir Nicholas Williamson however made sure he didn't keep that place. Having tried perhaps a bit too hard on his first run he was lying behind the Yorkshireman. His second run looked really quick and, on a hill at which he has never excelled, Williamson recorded a rousing second BTD.

The laurels, however, must go to MacDowel. From the minute he went off the line the former works Cooper driver knew it had to be good. While all the others were struggling, getting it sideways and hitting banks MacDowel was the model of perfection and scored a demoralising 28.82 s crossing the finishing line at 123 mph! It was the sort of run that can only come once in a meeting and sure enough the second run wasn't as quick. Up to the Esses it could have been even better but MacDowel got the Cusmac Brabham very sideways under the commentary box at the Esses and lost time only scoring a 29.28 s! It was sufficient though for there was only Thwaites left to run and he, in spite of a neat run, couldn't match his adversary's time.

IAN WAGSTAFF

BTB and new hill record M MacDowel (500 Brabham Repco BT36X) 28.82 s
Class winners A Boyle (1.0 Cooper S) 37.17 s. R Walsh 13.4 H Smith 37.44 s. M Maycroft (4.7 AC Cobra) 35.75 s. A Douglas-Osborn (1.6 2 Vagantone 1.6 Mk 2) 37.14 s. R Phillips (1.8 Chevron Smith FVC B 91) 3.88 s. D Latham (500 Cooper Vinton Mk 10) 48.43 s. R Willoughby 1.1 Brabham Ford BT15 1.7 s. 3.7 s. A. Cramer 1.1 Brabham Hart BDA BT15 3.7 s. R Thwaites 5.8 McLaren Chevrolet M10B 29.10 s. M G BDA 3.4 H (3.4 HWM A-Jaguar) 42.19 s. K Knight (1.6 Riley Sports) 45.49 s. T Elton (1.1 Cooper AP Mk 10) 35.05 s. B Eastick (4.9 Bentley Continental) 41.36 s. New class record
RAC Championship runs 1 MacDowel 28.82 s. 2 Sir N Williamson (1.0 Marlyn Cosworth DFV) 29.08 s. 3 Thwaites 29.74 s. 4 Roy Lane 3.7 McLaren Chevrolet M10B 29.53 s. 5 C Cramer 2.0 March Hart BDA 3.7 29.74 s. 6 A Griffiths (3.0 Brabham Cosworth DFV B 11) 29.97 s. 7 P Boshier-Jones (3.5 Brabham Buick B 10) 30.45 s. 8 D Good (3.0 Lynca Cosworth DFV M54) 30.79 s. 9 A Bancroft (5.0 McLaren Smith Chevrolet Mk 10) 30.93 s. 10 Harrison 31.47 s.
Championship positions after five rounds 1 MacDowel 44 points. 2 Thwaites 40. 3 Williamson 36. 4 Lane 35. 5 Griffiths 26. 6 Cramer 24. 7 D Hepworth (5.0 Hepworth Chevrolet FF 4WD) 17. 8 Boshier-Jones 12. 9 Good 10 equal 10 K MacMaster (1.6 GRD Hart BDA 272) and G Rollason (1.6 Lotus Hart FVA 69). 7

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Roger Clark and Jim Porter on their way to yet another victory, SS54, Inshriach.

SCOTTISH RALLY

Clark and Ford all the way

By JOHN DAVENPORT

Pictures HUGH BISHOP

John Davenport follows the leaders — Mike Broad's story (page 17) covers the club drivers.

Once upon a time in the very far away, my beloved, a Man set in a high place and did spy the Scottish Rally and he saw that it was Good Publicity. So he said to the Other Men "Take my Escorts and go thence" and they did so and made such good fight that they finished down even unto the tenth place. And many were exceeding vexed and said amongst themselves "How are we to beat this Man and his Machines?" and verily they did not know for the Escort was all powerful.

Truly, Roger Clark and Jim Porter's victory on the 29th International Scottish Rally plus the fact that nine other Ford Escorts of various types followed them home, raised a lot of questions and problems for the future of the sport. For Clark and for Ford, this win was just a demonstration of their undoubted superiority in the business of forest stage rallies and the bonus of having the marquis fill the first ten places may yet prove to be an embarrassment. For the moment, the Escort RS is unbeatable as Hanna Mikkola showed by winning forty one of the fifty-five tests in his bid to catch Clark after leaving the road early in the event. Indeed, the cunning Clark was the only driver he did not manage to overhaul and the Finn had to settle for second place having previously dropped to fifty-third overall.

It was lean picking indeed for the non-Fords among whom the Hillman Avenger of Colin Malkin and Brian Coyle reigned supreme. For a Group 1 car to finish eleventh overall was indeed impressive and recalls Andy Dawson's equally fine performance on the Welsh Rally in an Alfa Romeo Group 1. Harold Morley in his Porsche Carrera also won his class and finished twelfth to relieve the monotony before Escorts closed in again up to sixteenth place. The possible challenge of Per-Inge Walfridsson in his Castrol sponsored Volvo 144 G and Shekhar Mehta in his own Datsun 240Z disappeared with mechanical trouble and a shunt respectively. Even Will Sparrow and Nigel Raeburn didn't provide the necessary revelation from Luton though it must have been a revelation of a sort when their Martin's Fireza broke two axles in three stages.

So the rally was indeed Ford all the way with the team prizes going to Team Ford and the Ladies Award to Rosemary Smith and Pauline Gullick in their Lombard and Ulster Escort RS. Some of the best drives on the rally came from Andrew Cowan in the Scotsman Escort and Adrian Boyd in the Lombard and Ulster Escort who, though eventually passed by Mikkola, had a long and bitter struggle for second place which finished with the Scot in the lead by twenty-one seconds. Mike Hibbert in the Centre Hotels Escort and Chris Sclater in the (schhhh!) Marlboro Escort were similarly engaged in a rally-long battle with again a Scot coming out on top but neither of these two had a car sufficiently fresh—even at the start—to do anything about the leaders. Finally, one should mention Tony Pond and Frances Cobb who were driving a full works RS as their Mexico challenge prize and did very well, considering the doubling of power from their normal mount, to finish seventh and clinch the team awards for Ford. Pond made very

good use of his prize and one hopes that he will get the chance to drive another RS in the near future.

Apart from being a triumph for Ford Motor Company, the Scottish Rally itself was something of a triumph. No one could have believed after last year that the phoenix could rise from the ashes, but rise it did and to the heights. With a determination that had to be seen to be believed, Major Bob Tennant-Reid and his helpers completely re-organised the results service and streamlined the supervision of stages to the point where the rally stands out as a fine example for others to emulate. At the end of the rally, the organisers got a standing ovation from the competitors which was at one and the same time amazing and delightful to see.

The Scottish Rally retained its traditional format for 1973 with a Sunday morning start in Glasgow followed by a full thirty-two hours of rallying, a night halt and then two short daytime loops. The major difference from last year was that the rally was centred in

Aviemore, Scotland's skiing resort in the Cairngorms and this proved to be much more of a success than when it was last used in 1969. The scrutineering took place on Saturday and here already there were signs of a new Scottish. The eligibility scrutineering and the safety scrutineering were separated and the cars passed through them in line which speeded up the process no end. There were a few latecomers and these included two of the works Fords for it had been discovered that Clark's car had a 3.8 differential instead of a 3.1 while Tony Pond's car suffered a persistent misfire which was traced to a faulty distributor and a kinked petrol pipe.

The Sunday start was at eight o'clock in the morning and evidently the weather was too cold for the oil in Sclater's Escort for when he went to start it in the parc fermé, the timing belt jumped on the oil pump/distributor drive and he was twenty minutes late at the start—for which there is no penalty—fixing the problem and tightening the belt. The first few stages were in the Glentworth complex and seemed much more jumpy and rough than before. The pace was instantly hot and it was Mikkola who set it with seven fastest times on the first seven stages. The official increase of the target speed on the stages from 50 mph to 60 mph meant that practically none were cleanable though the incredible Finn did just equal the set time of eight minutes on the eight mile Bennan stage. If the rally had started badly in the parc fermé for Marlboro men Sclater and Greasley, it got worse with a puncture on the second stage, a broken throttle spring on stage three, a non-operative petrol pump on stage four, another puncture on stage five and then a clipped rock and a bent steering arm on stage six! In any case he was still running but for Peter Clarke/Tony Mason in their Silentnight Escort RS the rally was over after a wheel and half-shaft parted company with the axle on stage three. Robert McBurney/Norman Smith were also in the ranks of the retired with no oil pressure in their exotic VW 1303 S. At first they thought that it was a faulty gauge and borrowed one off a passing Beetle owner but when that showed zero as well, they decided to save the engine and retire. Before doing so, however, they had assisted Bob Bean/David Greenwood in their Ford-Sure Mexico back on to the road after an excursion.

On stage six, one of the short Kilmoraghtree stages, Walfridsson broke the differential in his Volvo and though he got the car off the stage and changed the axle, within a few stages he was definitely out and it was clear that the axle was bent or distorted. The other major Ford competition bade farewell to the rally on stage eight when Shekhar Mehta/Martin Holmes as first car on the road got caught out on the infamous McDougal's Folly

where a fire break lures one to drive too fast into a hidden right-hand bend. Mehta rolled the Datsun 240Z and put it well out of the rally but within five minutes he had company when Mikkola came too fast and decided rather than try to make it round the corner and crash into the Datsun, he would go straight off. The problem then was that he was stuck in soft earth with the car completely undamaged and had to wait forty minutes before the nearest spectators arrived to push him back up the bank and into the rally. With the stage having a set time of eight minutes and a maximum penalty time of eighteen minutes, he was now just over nine minutes behind Clark, Cowan and Boyd and was actually classified fifty-third overall. Incidentally, considering the amount of knowledge which British co-drivers are alleged to have about forest stages, these two accidents do little to support such theories. However, it must be admitted that now Martin Holmes and John Davenport are fully aware of the location of this particular hazard!

For Mikkola, the rally now became a night mare chase to pull back that lost time and he wasn't helped by the fact that stage nine had to be cancelled after Drew Gallacher/Ian Muir rolled their Shellsport Escort into a small bail and had to be taken to hospital. Then on stage 11, he started to find gear selection difficult and it transpired that the rubber mounting had sheared on the top of the ZF gearbox where the selectors enter giving bad selection and spitting out all the oil. He had it wired up and it was eventually changed at Dumfries, but for a couple of stages anyway, he didn't make fastest time. It was a bad time for foreign drivers for Eric Asby/Egil Morelle from Norway in a Group 1 Opel Ascona suffered a burst petrol pipe on stage three followed rapidly by a puncture and an electrical short. From Denmark the anonymous "Speedy Gonzales" had his differential start to break up in stage 11 and had to limp through stage 12 until he could get his BMW 2002 T1 to the service and change it.

Tony Fowkes/Brian Harris had been really having a go in their Cables and Components Escort RS and had set fastest time on stage eight and been regularly in the top five times. But all good things must come to an end and on stage 13—an omen if there ever was one—Fowkes nearly brought his rally to an end by clipping a tree with the rear end and thus nosediving into another. It took them ten minutes to regain the road and a lot more time at the end of the stage to ingeniously rig the bodywork so that they could continue. Harold Morley was having an unhappy time in his Carrera with lots of punctures and he finished one stage with two. Things were not going smoothly for the ladies either and Sandy Lawson/Geunda Eadie had a holed petrol tank in their DAF which put the consumption up alarmingly.

After Dumfries, the rally tackled the Forest of Ae miraculously without going through the famous farmyard. Donald Heggie was stopped here with his Clan Crusader with a broken fan belt while John Haughland from Norway had a puncture in his indecently fast Skoda. Bill Taylor/Ian McIver in the Royal Bank of Scotland Escort RS also had a puncture in this stage and broke the first of many exhaust pipes. In fact, later in the rally Taylor was heard to comment that he was changing them as frequently as other people changed tyres.

After a halt in Edinburgh the rally crossed the Forth to tackle Devilla but now the order had changed amongst the leaders for Boyd was second behind Clark but Cowan was making up time and the gap between them was only a minute and twenty seconds. Already Mikkola was up to eighth place and lay just behind Colin Malkin/Brian Coyle in the Group 1 Avenger. The Scots were well represented for Hibbert was fourth and Jimmy Rae fifth with Will Sparrow hanging on in there at sixth with the Firenza.

It was now night time and in just four stages, Mikkola pulled up to sixth place while Boyd slipped down to third after a puncture. Slater now appeared at seventh having earlier been credited wrongly with a maximum on stage 21. Roger Clark had a puncture



Hannu Mikkola kept the pressure on right to the end. Yumping here on Meall Mor

on Loch Ard while Bill Taylor lost his gear lever and Donald Heggie had a throttle cable part on his Clan. Mikkola lost his rear window but just after Loch Ard came to a halt with four wheel studs sheared on one side at the rear. His co-driver ran back almost a mile to get the service crew and it was fixed but the Finn must have felt that the Gods were not on his side.

After a halt for breakfast near Glasgow at the new Erskine Bridge, the rally set off to tackle the stages near Loch Lomond and on the tarmac ascent of Rest and be Thankful Mikkola was again in trouble with a broken carburettor link speedily fixed at the top by Ford's competition manager, Peter Ashcroft. Andrew Cowan/Johnstone Syer had a puncture two stages later and lost their exhaust while even the rally leader, Clark, was looking worried for his steering arms seemed to keep unscrewing themselves. The Loch Eckside stage was scrubbed when the pilots of the course car and chief arrow-straighteners, Andy Dawson/John Foden, Avenger-mounted for this rally, found a stray Hereford bull in the middle of the stage. Paul Faulkner/Monty Peters had an overshoot on the nasty brow in Glenfinart as did Slater, Mikkola and Clark, but retired two stages later with an exploded clutch in their Escort RS. One Escort Mexico which had been keeping in the top ten was

that of Paul Appleby/Keith O'Dell but they had an excursion in stage 30 and retired. It was shades of the RAC Rally for Sparrow whose Firenza needed new shock absorbers and changed them after stage 33. He was later to have a broken differential, got the car out of the stage and changed it only to have the new one break three stages later just before Aviemore.

The overall positions on arrival for the first night halt at Aviemore were as follows:

1	Clark	Porter	Escort RS	210 m 22 s
2	Cowan	Syer	Escort RS	210 m 38 s
3	Boyd	Crawford	Escort RS	210 m 54 s
4	Malkin	Coyle	Avenger	210 m 55 s
5	Hibbert	McIver	Escort RS	210 m 57 s
6	Rae	Sparrow	Firenza	210 m 58 s
7	Slater	Peters	Escort RS	210 m 59 s
8	Mikkola	Coyle	Escort RS	210 m 59 s
9	Fowkes	Harris	Escort RS	210 m 59 s
10	Clark	Porter	Escort RS	210 m 59 s

Mikkola now nicknamed "the Gobbler" by Mike Hibbert, was obviously poised to catch up to second place but that itself was already being furiously contested by Cowan and Boyd. The first test the next day was the tarmac Garbole and Boyd immediately took eighteen seconds off the Scot to pass into second place. However, the Gaelic blood was well on the boil and Cowan flew along equaling Mikkola's times to regain second place from Boyd only to have the Gobbler snatch it from him after another four stages. Cowan had problems as well first with a leaking front strut and then on stage 33 he broke a shock absorber and at exactly the same time lost all the

Tony Fowkes drove to 5th overall—even after a stage excursion, which shows.



AVENGER WINS IN SCOTTISH INTERNATIONAL RALLY

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CLASS 3

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2nd: Avenger GT driven by Barrie Malkin and John Billett

CLASS 5

1st: Sunbeam Imp Sport driven by Robin Eyre-Maunsell and Neil Wilson.

CLASS 7

1st: Avenger GT driven by Gavin Waugh and Peter Handy.

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HILLMAN



brakes at the rear with an unscrewed union. He got all these things fixed and at the end of the day lay third just four seconds ahead of Boyd.

Meanwhile, the day's top elimination occurred when John Haughland broke his steering rack on Garbole and shot the Skoda off the road into a bank. Both Mike Hibbert Henry Liddon and the leading Mr Clark were anxious about their rear axles and changed the differentials at the beginning of the day. Malkin had two punctures and an excursion of about a minute which dropped his Avenger out of the top ten though by the end of the day he was back to ninth behind Bill Taylor. Final drama of the day was when Mikkola complained of misfiring on the last short stage and came into the service point before the night halt with the distributor hanging in the hole by its leads alone. There was now 2 m 45 s between him and the indefatigable Clark and with just six stages on the last day even the Finn had to admit that without something happening to the rally leader, he was not going to catch him. The Boyd/Cowan match was as close as ever and really enlivened the closing hours of the rally.

It was unfortunate perhaps that the roads in Monaghly Forest are so straight that both

stages there were on clean even at 60 mph and Mikkola lost all hope of getting to grips with Clark when he first had Alan Conley Crawford Dunn roll their Avenger in front of him on stage 58 costing him precious seconds whilst the spectators manhandled it out of the way, and then the nine-mile stage in Culbin was cancelled after the clocks ran haywire. This last was a relief for the Irish for Boyd had a puncture in the stage and ran seven miles on a flat tyre while Rosemary Smith put her Escort up on its side in a most unladylike manner and had to be pushed on to all fours again. Even Cowan must have been a bit relieved as he stalled his engine after overshooting a hairpin and had difficulty getting re-started.

Further drama occurred when Tony Pond had his rear axle literally break in half on these last stages and he had to drive back to Aviemore very carefully with the whole thing held together with wire. After the rally, the mechanics welded up the axle to drive the car home and within two hundred yards, a half shaft broke!

So the final result went to Roger Clark and Jim Porter making it the fifth time that they have won the Scottish Rally.

some. After driving like fury to close on the class leaders, he over-did it on Whiteash, on a downhill section and slid off, losing three minutes and so had to be content with 4th behind Aaby, Coburn and Telford. Will Sparrow was, of course, Vauxhall's main hope for overall honours, but he ran out of axles just one stage before Aviemore on the Monday evening. Peter Thompson with Moss Isley had a good event, although they dropped nine minutes on the road after trouble with the exhaust manifold, whilst Arthur Jasper in a group 2 Firenza went out just four stages from home whilst lying 25th.

Entries from abroad were a bit few and far between this year, and certainly lacked the calibre of last year's entry. Eric Aaby in his Ascona we have already mentioned, together with John Haughland who were the two entries from Norway. From Sweden came four privately-entered Saabs for Mats Andersson, Gunnar Johansson, Stig-Arne Larsson, and Val Hultberg, all but Hultberg finishing. These cars ran very much together, as was shown when Larsson went off on Achray but was immediately pulled out by Hultberg, and then on the same stage when Alistair Robertson went off in his Saab, Larsson stopped and towed him out. A lot of interest, somewhat without justification, was centred on a mysterious entry from Denmark under the pseudonym of "Speedy Gonzales" driving a BMW 2002Ti. Speculation was rife as to the reason for the false name but the gent drove a sensible if not spectacular event. After taking almost a maximum on stage 12, Glengap, he lost 10 minutes road penalties at Dumfries, but eventually hauled himself up to finish 37th.

Colin Grewer and Philip Welch were entered in the faithful K Cars of York Volvo 122 S and during the event reached as high as 16th, but Grewer had a lot of problems with the rear suspension and eventually lost a wheel when the bottom joint snapped, but in true Grewer tradition he carried on for 3½ miles until the end of the stage. He replaced the rear suspension for it only to happen again on the last stage before Aviemore on Tuesday, Inshriach, and he was out. Over from the USA came Bob Hourihan, partnered by Doug Woods, to see how a British Stage event should be run. They entered a Datsun 1800 SSS, a car which had been prepared by Old Woking Garages, and although he didn't break any records, Hourihan finished and should have been able to pick up some useful tips from the event.

Ian Lawless should have entered his Datsun 240Z, but unfortunately he recently wrote it

Ford left some class wins open

By MIKE BROAD

You may be forgiven in thinking from the results that only Ford Escorts of one description or another were entered in the event, there were in fact many other different makes taking part. The first non Ford to finish was Colin Malkin in the Chrysler Dealer Team Avenger GT.

The official Chrysler team was somewhat re-shaped at the last moment when Roy Fidler decided not to drive Cal Withers' Avenger, so a new scratch pairing of George Hill and Ron Crellin took over. In the absence of Rob Lyall, who was abroad, Des O'Dell put Brian Coyle with Malkin and the third team member was the Birmingham Post car of John Bloxham and Richard Harper. Events didn't start too well however for Chrysler, for on only the second stage, Bloxham went off on a series of small crests damaging the front of the car, and although he got going again, he blew a head gasket in an effort to get to his service crew. On the very next stage, Drumohn, just a mile from the finish, George Hill also went off when he had a puncture and so O'Dell was soon down to just one car. But Colin Malkin drove a brilliant rally, at one time climbing as high as 8th overall, before eventually finishing in 11th place and winning the Group 1 category easily.

A very impressive line up of Avengers was entered by Wylam Garages, three group 1 cars for Alan Conley, Alan Middlemiss and Michael Bolan and two group 2 cars for Chris Stephenson and Edwin Jobson. Unfortunately only Alan Conley in the group 1 car finished, and that trip was not without its dramas.

Over from Ulster came Robin Eyre-Maunsell in the Imp, and although he had the distributor drive shear after the first tarmac stage, Glen Lyon, losing 24 road minutes, and a fan belt went just three stages from home, he still won his class by some 14 minutes. Eyre-Maunsell was again paired with Welshman Neil Wilson, which must have confused a few Scots, when trying to decipher the accents. Colin Malkin's brother Barrie, made the long trip from Bournemouth in his Avenger to finish second in class to his brother, co-driven as on the Welsh by John Billet. Gavin Waugh, was in the very smart white Horse Whisky Avenger in group 2 trim and managed yet another class win. One of the bravest drives was by John Lings, who incidentally is the Competition man at Pirelli in Burton-on-Trent. He completed the

event with no service at all, after a clear run in his Avenger.

There was only one official Dealer Team Vauxhall entry, that of Chris Coburn and Mike Broad, in a Group 1 Firenza Sport. Although they had no problems on the stages, both the gearbox and rear axle were changed during the event as a precautionary measure. The fight for class 4, over 1600 cc, group one, was in fact very close, and in the end the honours went to Eric Aaby, in his Norwegian Opel Ascona 1.9. He started badly going off on stage three and losing eight minutes, but he clawed his way back to take the lead for the class by the first halt at Aviemore on the Monday evening. Also driving extremely quickly was Bob Bean in the Ford Sure Mexico though not without a couple of excursions. He in fact put the car on its side on stage 7, Bennan, and on stage 8, Carrn Edward, ran out of petrol but luckily Rob MacBurney was able to give him

A great first time Scottish performance from David "Piggy" Thompson.



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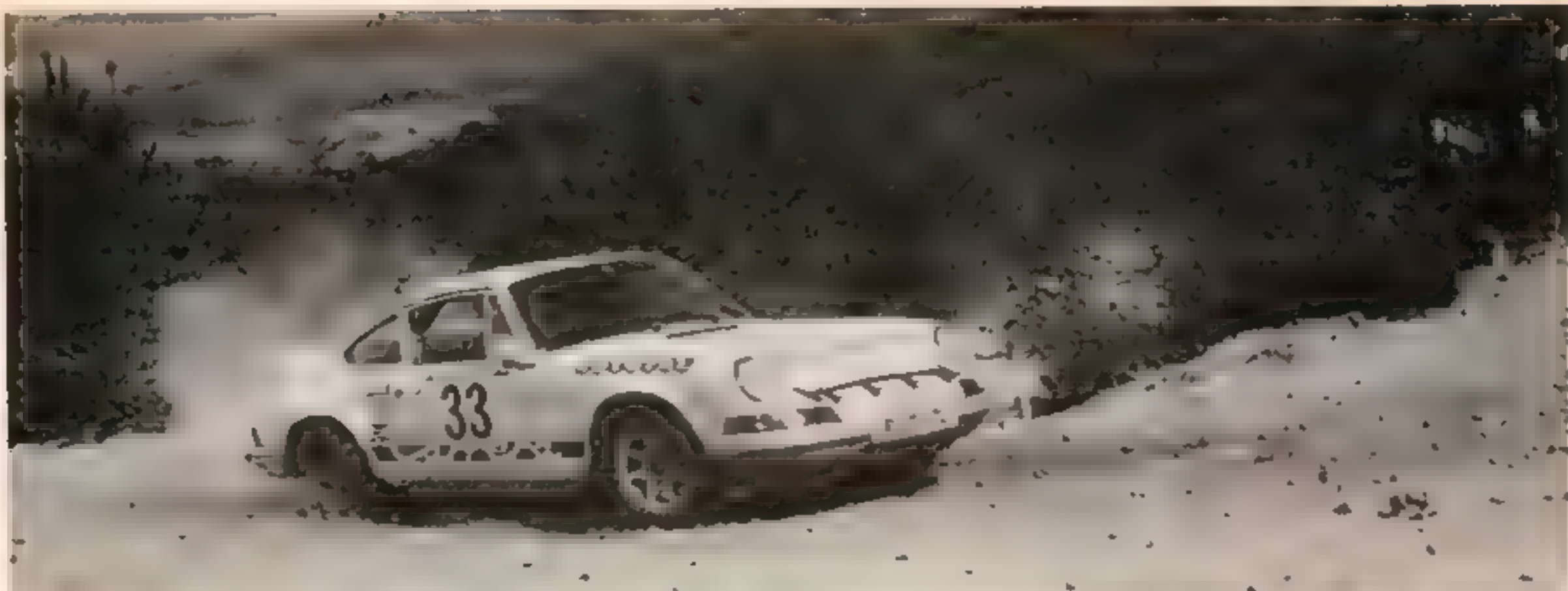
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Harold Morley took things easy with his immaculate Carrera to finish 14th

off and so he turned up in a brand new Datsun 1800 SS in group 1 trim with Martin Coleman as his co-driver. The first two stages were so yumpy that the suspension on the Datsun almost gave up the ghost immediately and on stage three he went off for seven minutes but soldiered on to finish, although the car was almost uncontrollable on bumpy sections. Mike Telford entered his new Opel Ascona in group 1 and was rewarded by a

third in class after a trouble free run, the Ascona showing what a competitive motor it is in standard form. An Ascona in group 2 form was that of Scotsman Ian Wilson, who unfortunately on the first stage out of Aviemore on Tuesday, Garbore, ended collecting a maximum. At the time he had been lying a very creditable 13th overall and after some really spirited driving managed eventually to finish 22nd. Opens are beginning to

Chris Sclater with Henry Liddon survived many problems throughout the rally



figure in results in this country and it should not be long before a dealer team is formed.

Harold Morley entered in his new Escort RS, but turned up with his Porsche Carrera, bearing signs of his new involvement with Crystals of Hull. As on the Welsh, Bob Lindquist the Canadian was co-driver. The rough conditions of some of the stages didn't suit this flexible, literally, machine but Morley driving with his usual sense managed an eventual 12th overall, just over a minute behind Colin Mackin in the Group 1 Avenger.

And so we inevitably return to Ford. The undoubted discovery of the 1973 Scottish was David Thompson and Martin Welch in an Escort BDE. Thompson comes from York and is one of Dan Grewer's protégés. This was in fact his very first international event, after first showing prominence on the Valentine this year when he finished 8th. The car, which although painted green, resembles Billy Coleman's somewhat and had a full race 1800 Cosworth racing engine installed. From the start he was in the first 15, getting as high as 8th at one point, before eventually finishing 10th overall. Life was not without its incidents for Thompson, for on most of the stages he had to push start the car, although the reason was not readily apparent. David Thompson should not be confused with the gentleman of the same name who drives Firenzas.

Paul Faulkner and Monty Peters were out of luck yet again in the RS for after making a good start the clutch exploded on stage 34, when he was lying in eighth position. Ted Moorat brought his RS1600 all the way from Hong Kong. It was in fact the car he finished second to Culcheth on the Rothmans event this year. The smartly turned out car was sponsored by Harpers and had David Sutton of Clarke and Simpson watching over the service arrangements. Unfortunately Moorat was forced to retire after a good drive when a head gasket blew after stage 34. Loch Morrison.

Three Escorts to be eliminated quite early on were the RS1600s of Messrs Smith, Finlay and Cowan. First to go was the father and son team of David and Les Cowan who retired at the end of the second stage when their engine seized. Both Irishman Noel Smith and Alistair Finlay retired on stage four with reported transmission failures. One gent who wishes he had never started was Willie Crawford in the Lothian Sports Cars RS—he just could not start the car from Parc Ferme and eventually started it after replacing the plugs. About 100 yards into stage three the rear axle snapped in two and that was that. Current BTRDA Gold Star challengers, Paul Appleby and Keith O'Dell had an unfortunate event. After a steady start they put in some really quick times to haul themselves into the top ten when their engine blew on stage 30, Strachur.

Two teams of Escorts were impressive in their turn out. The first was Team Robert

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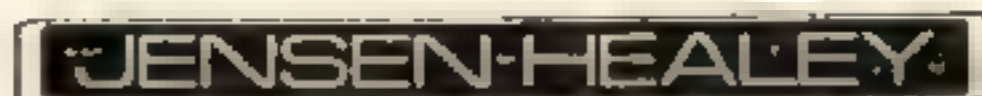
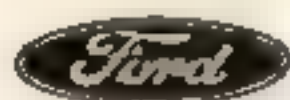
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Moss, from Oxford. They entered two cars, both immaculately turned out for Richard Woolridge, a group 2 Mexico, and John Jago, a 1300 GT. The service cars were in the same team colours as the rally cars and the whole team seemed to be watched over by a lady in a white Jensen, with "Jeeves" driving. Both cars finished, Woolridge in 16th place, with Jago winning his class, a first class effort. The other team that stood out was that of Vespers of Plymouth, who also entered two cars, for Chris Wathen and Norman Anstis. Again both cars finished, with Chris Wathen in 13th place overall after a trouble free run. In fact the car that Wathen drove was brand new at the start, and had not been driven in anger prior to the event.

Starting at the low number of 122, Steve Howard in the Crystale of Hull RS1600, fulfilled his promise of recent months by finishing a worthy 16th overall. Howard, who complained of the effects of flu, half way through the event, has had some terrible luck on events this year and could be the man to watch given the right breaks. Robin Langford, who was lying a very impressive 11th at Dumfries on the first night, in his Langrop Escort RS, went off on A2 but was lifted out by spectators. He continued and in an effort to regain lost ground, went off on stage 26 Loch Achray, and stuck on the edge of a fire-break. When Graham Batchelor got out the car then rolled slowly over the edge to put them out of the event.

Finally the ladies. Rosemary Smith had one of her best events for a long time in the Lombard & Ulster Rally Team RS. She in fact finished a very good 14th overall and the only blot on her copybook came on the very last stage, just two corners from the finish in front of a large gallery of spectators. She lost it on a tight left and gently rolled but before Rosemary and Pauline Gullick could stop blushing they were on their way again, only to find that due to a faulty finish clock the stage had to be scrubbed. Second in the Ladies Award were Margaret Lowrey and Pat Wright, who conducted their 3 litre Capri around successfully, to come in ahead of the diminutive Daf of Sandy Lawson and Geunda Eadie.

The Scottish was much better than any of its predecessors, though it is difficult to pinpoint the improvements. As soon as the event finished some competitors were describing it as the best international event to be held in the country. A total of 96 cars eventually reached the final control at Aviemore on Wednesday from just over 190 starters. The stages were rough in parts, but they always are. The RSAC had obviously listened very carefully to the justified criticism of the 1972 event, for the results system could only be described as excellent. True, the new computer hiccupped occasionally and retired a couple of cars that were still running, but that was soon sorted. For competitors to receive written results on their arrival at the overnight halts was indeed impressive.

The choice of the Aviemore Centre turned out to be a good one, although the hotel charges in some cases were somewhat high for the private crews, for whom the Scottish is already an expensive event, but with the addition of little things, like the go-kart races at the finish, most competitors enjoyed the facilities the Centre was able to offer.

Barrie Malkin won the grand final of the go-kart races, from Mike Hibbert and Brian Coyle, with Andy Dawson fourth. Dawson and John Foden had been the course car for the event, driving all the stages in an Avenger, the very car Malkin used on last year's RAC Rally. Their job was to check the arrowing etc, and the system of a tulip road book with arrows always at 90 degrees worked very well. Finally, of course, the weather for the Scottish as usual made it most enjoyable. All round it is hoped that the RSAC can put the same effort that they obviously did this year, into their future events. If they do the success of future Scottish Rallies is assured and as the Scots have a habit of saying, many crews will be taking them up on the phrase "Haste ye back."



Tony Pond, driving for the works as a Mexico Championship prize, finished 7th

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Register for special stages

Motorsport Marketing and Management are setting up a Special Stage Register to help rally organisers in acquiring suitable stages and to provide a measure of control to ensure that there is no public inconvenience. Motorsport Marketing and Management are, on behalf of an as yet un-named sponsor, trying to provide a service to organisers by compiling a list of all known special stages in England, Scotland and Wales.

Information required from motor clubs will be the name of the stage, the map number, the references of entry and exit, the

type of surface and the person in that motor club via whom the owner should be contacted. The idea is that the register will list stages by areas and when an event organiser works out which stages he wants to use, he will contact the appropriate motor club and ask their permission to use their special stage. He can then also ask that club to organise the stage if he so desires. This would mean that landowners deal with only one person. The landowner would, it is hoped, trust that person and know that the stage will be properly organised and that his land will be looked after.

Uniflo Cheltenham

Festival Rally

The Uniflo Cheltenham Festival Rally, new date July 13/14, will contain about 70 miles of special stage driving, forestry and tarmac with just over half of the miles in daylight. Besides Esso the Cheltenham Motor Club's event is supported by a new name to rallying—Mobelex—who manufacture a range of electronic ignition systems for competition cars. One of their systems will be presented to each award winner. The Festival Rally, a round of the BTRDA Gold Star and Triple "C" Clubmans championships, will start at one minute past midnight from South Western Vehicle Auctions, Poole, on Saturday morning and is scheduled to finish early in the afternoon at the Golden Valley Hotel, Cheltenham. Regulations will be available at about the middle of this month and entries are all first come, excepting the first 20 seeds.

Another race

The top ten, all Ford, drivers from the Scottish Rally have been invited to take part in a special challenge race driving Consul GT saloons against a selected team of racing drivers at the next Ford Sport Day which is Castle Combe, Wiltshire, on Saturday. Roger Clark is expected to appear but Hannu Mikkola's prior commitments will prevent the Finn's appearance. Mikkola has a Finnish national championship event to take part in before flying to New Zealand prior to the Heatway Rally. Tony Fall is expected to make a rare appearance in this event.

RAC positions

RAC Championship positions after the Scottish Rally are as follows: Roger Clark 45 points, Jack Tordoff 19, Peter Clarke 8, and Bill Taylor, Andrew Cowan, Tony Fowkes, Will Sparrow and Ron McCartney all with 5 points.

BRIEFLY

● A superb film of the Scottish Rally appeared on ITV's World of Sport programme last Saturday at 12.55 pm. The film, with a generous amount of first class stage action, was produced by the "Penny Make A Picture" film company. A short sequence of a car on the Clunes stage involved hiring a boat to take cameras out on Loch Lochy. The intrepid film crew were last seen rowing the length of the loch after the outboard motor packed-up.

● It is good to see some diversification on the home front and Chrysler are providing a refreshing change in this respect in their first year of factory-backed competition activity. Although the Scottish Rally results (with a Ford walk-over) just about destroys the above statement completely, congratulations must be extended to Colin Minkin and Brian Coyle after a superb drive for a class win, gaining one fastest stage time in the process.

● This Sunday the first stage rally held in the East Riding of Yorkshire takes place. North Humber-side Motor Club's Autospeed Stages Rally will have 15 stages within a 20 mile radius of the start at Hutton Cranswick. Spectator points will be available at the start.

● Topspeed Spares and Accessories, of Hounslow, have acquired a Group 2 998 cc Sunbeam Imp. The car will be entered by the Midland Bank Motoring Club for Brian Shipway and Dick Hart to drive the car in stage, tarmac and home international rallies. The car will be fully sponsored by Topspeed and preparation will be carried out by Tony Fowkes Automobiles.

● Malcolm Patrick is replacing his ex R10 Kivimaki RS1600, which crashed on the Tour of Linca, with a 2-litre alloy block Escort to use on national and international British rallies. The car will be entered by Broad-speed who will also prepare the car, Petrol Injection is planned.

Rally driving mentioned in drugs in sports enquiry

An article in last Sunday's The Sunday Times under the heading of "The freaky world of Steroidal Man" reported on the use of anabolic steroids which are destroying the conventional (and genuine) athlete in producing super-strong and grotesquely odd, purpose built mutations, to win athletic events. The article went on to mention the tragic death of the British

cyclist, Tommy Simpson (from an over-dose of amphetamine stimulants)—a practice which has now stopped. The article then made a warning about other sports which have not put their houses in order concerning the use of drugs and first on the Sunday Times' list was rally driving. The report stated that there is serious danger from competitors whose judgment is clouded by stimulants.



Other way up—Jimmy Roe's new Escort ended up like this after a halfshaft failure on the Scottish. Below "The Scotman take their mis-prints seriously"



Billy Coleman wins Munster

Billy Coleman/Frank O'Donoghue won the Limerick MC's 25th Circuit of Munster Rally, a three-day daylight stage event held over the Irish Bank Holiday weekend (June 2-4). This was Coleman's second win in this event in five years, for which he took home £250—some of which he might possibly invest in tidying up his tattler than tatty Ford Escort RS1. Sean Campbell Brendan McConville and Gerard Buckley/John Caplice in BDA Escorts made it a 1-2-3 for Ford, with Mini-Cooper S flyer Ron Neely splitting up a really clean sweep for Ford by coming in ahead of the Escorts of Gerry Forde (BDA) and Steve Griffin in Maurice Forde's twin cam.

Of the English drivers the best placed was John Price who brought his Alpine-Renault into 7th place; but Londoner Peter

Hilliard was unlucky to go off on the Monday while lying around sixth, his Escort TC ended up in a bog. Another to go off was Eamonn Cotter, who lost time with a broken back wheel on the very first stage, and in trying to catch Coleman he clipped a wall on the Banaghbeama stage on the Sunday and with the BMW Alpina out of action but not too badly damaged, Cotter and map man Paul Phelan retired from rallying to watch the Monaco GP on Irish television. Alec Pools was another notable retirement, losing his little Datsun 1200 within a mile of the start of the very first stage on the Saturday.

There were 27 stages in all, and only 29 of the 68 starters were classified as finishers.

Special stage



John Price in action on last year's Circuit of Munster

Big entry for Circuit of Donegal

A very healthy entry of some 157 cars will be setting off from the Ballyvaughan Hotel on Saturday—first car at 08.45 hrs, subsequently at 30 s intervals—to tackle the first section of the Circuit of Donegal International Rally. The quality of entries is high and the Donegal, with its extremely demanding fast tarmac and loose stages, should be most exciting with Jack Tordoff (Circuit of Ireland winner), Adrian Boyd (fresh from a superb "Scottish" drive) and last year's Donegal winner, Cahal Curley all ready to make the pace.

Those who survive the Saturday run will restart at the civilised time of 11.00 hrs on Sunday for the second section, taking in stages such as the Knockall Hill Climb and the Atlantic Drive before the survivors leave the last stage to drive 10 miles back to the Ballyvaughan Hotel, first car due to arrive at about 17.30 hrs.

In all 28 non-Irish competitors will be tackling the rally. Besides Tordoff, Motoring News Rally Champion Harold Morley will also be running his Carrera along with Ulster Rally Champion David Agnew who also competes with a Carrera. Renault Alpines will be in the hands of Pat Moss-Carlsson and John Price. Other top entries with Escorts include, from outside Ireland Edinburgh's Willie Craw-

ford, and, of course, "the man with the most untidy rally car in Ireland"—Billy Coleman. Amongst the great assortment of makes (BMW's are Irish favourites and a large number of Mini-Cooper 'S's are still rallied) comes Andy Dawson with Leo Bertorelli's Alfa 2000 GTAm and David Hardcastle driving the Optrex Opel Ascona.

First 20 entries: 1, A. Boyd/B Crawford (Escort RS); 2, C. Curley/T. Harryman (BMW 2002 Ti); 3, E. Coleman/F. O'Donoghue (Escort RS); 4, J. Tordoff/P. Short (Porsche Carrera); 5, S. Campbell/B. McConville (Escort RS); 6, H. Morley/P. Bryant (Porsche Carrera); 7, E. Cotter/R. Murphy (BMW 2002 Ti); 8, D. McCartney/D. Gillespie (Escort RS); 9, R. McAtthey/M. Ford Hutchinson (BMW 2002 Ti); 10, A. Dawson/K. Gormley (Alfa 200 GTAm); 11, D. Agnew/R. Harkness (Porsche Carrera); 12, J. L'Amie/Mrs A. L'Amie (Porsche 911); 13, M. J. Johnston/I. McFarland (Mini-Cooper 'S'); 14, P. Moss-Carlsson/L. Crellin (Renault Alpine); 15, D. Lindsay/I. Cunningham (Escort RS); 16, P. McCourt/D. Smyth (Escort TC); 17, R. Ward/B. Harkin (BMW 2002 Ti); 18, G. Cree/M. Neil (Mini-Cooper 'S'); 19, R. McBurney/N. Smith (Volkswagen);

INTERNATIONAL NEWS

1000 Lakes

—message for British entries

An urgent message has been received from Mauri Lindell, organiser of the 1000 Lakes rally. Finland has been crippled by a national strike this past 4/5 weeks and all post has stopped. Only four British entries have arrived on the organiser's desk (Brian Culcheth, Peter Clarke, David Chides and Chris Clark)—many more have become strike-bound. Entries must close this Friday at noon, so all British competitors are requested to 'phone Mike Broad-Cradley Heath 68404, 66700 or 67468 before the Friday deadline. The lost entries will all be accepted at the fee of 500 Finn marks (£50) and not the 700 Finn marks of late entries. Even if you have received word from the organisers it would be better to be safe and phone.

Cyprus Rally

Entry forms and regulations are now available for the 3rd Cyprus International Rally. Counting for the European Championship for drivers and the Rally Championship for Greece the Cyprus Rally will be of 30 hours duration with a route of 900 miles. Starting at 10.00 hrs on Saturday September 29, the route will take cars all round the island. Sponsored by Rothmans, the Cyprus Rally will be offering financial

assistance to overseas competitors wishing to tackle this special stage rally. Further information from: The Secretary, Cyprus International Rally, Cyprus Automobile Association, PO Box 2279, Nicosia.

Heatway XU1s

Colin Bond, Australian Rally Champion for the past two years will be heading the New Zealand Holden Dealer Team in the Heatway Rally. Co-driver will be fellow Australian George Shephard. Colin Parry/Lindsay Adcock will crew the second car and the team is completed with New Zealand's Ralph Eason with his son, Stephen, co-driving. All the Holden Dealer Team cars will be Torana XU1s.

Manx Trophy

Castrol are sponsoring the Manx Trophy Rally (September 7-9) as the organisers require additional support to attract European entries. Two agents of the organisers will be drumming up support from European teams. Alpine is expected to enter the rally and one well known European driver will be entering with a Porsche Carrera.

• The UDT World Cup Rally Administration Office has received the first paid entry application. It is from Andre Welinski of Sydney who, with veteran Australian rallyist Ken Tubman finished the 1970 Daily Mirror World Cup Event in 11th place.

Ten out of ten for Ford Scottish report begins on page 14

Hanna Mikkola in typical style—just two stages before the excursion.



Colin Malkin and Brian Coyle start a great drive, on SS7, Knockdon.



Each of the six championship races organised by the BARC at Silverstone last Sunday was full of excitement and interest and it would perhaps be unfair to single out any one of them as the highlight of a day of highlights. However, the panel appointed to select the recipient of the KMS Driver of the Day award chose Tony Brise and there was no doubt about the convincing way in which the young Kent driver returned to form in his brand new March 733, winning a relatively dull F3 race by 3 s from Ian Taylor's similar car with Alan Jones third for GRD. The weather stayed fine and warm, the crowd was large and the whole meeting exuded an atmosphere of club racing at its best, although there's no doubt that the Silverstone club circuit puts a premium on power rather than driving ability.



Forward Trust winners: Mick Hill (left) in special saloons; Tony Brise in F3.

The first of the Forward Trust special saloon races should have had Gerry Marshall on pole position in the Thames TV Firenze but two laps were all that the engine could stand before ventilating a piston, although the only flyer was 0.2 s off Mick Hill's record. Hill himself was banished to third row after running in his rebuilt engine and it was John Turner's Tasman V8 BRM-engined Escort which streaked off the line first from the second row to draw out a good lead into Copse. Brian Cutting's Martin V8-engined Escort gave chase, and the extra litre of the latter took him into the lead at the end of the Club Straight from Turner. Tony Strawson's Falcon V8, Hill and Bob Torrie's Escort-BDA keeping up well for only four cylinders, while Tony Hazelwood's DAF compete with a hefty new rear spoiler, tagged in sixth after being second fastest to Marshall in practice.

For three laps Turner pressed Cutting as hard as he knew how, while Hill looked for a way round the Falcon of Strawson. The leading Escort then began to chuck out clouds of oil smoke without losing speed, but Turner was in more serious trouble with rapidly-disappearing brakes and had to yield to Hill, who swept up from fourth to second in one lap. For two more laps the Capri harried the Escort and actually led on the Club Straight on lap 6, only for Cutting to outbrake Hill into Woodcote. Hill challenged a little earlier the next time round, and Cutting's outbraking manoeuvre failed to come off as he just kept the car under control on the outside of the corner. With Hill now established in front, the race ran out more or less unchanged although Turner's complete absence of stopping power meant that he had to cede third to Strawson on the last lap. Hazelwood retired with a chronic misfire and Torrie disappeared soon after when the fuel pump stopped doing its job.

The 1300 class began as a fantastic carve-up between the Cooper Ss of Ian Briggs, Jim Balmer, John Watts and the Paul Ivey-engined Cubman of Bob Fox. For five laps this quartet swapped places every few yards in a frightening battle which couldn't last. First to go was Fox, when the oil pressure dropped, but a lap later Watts and Briggs touched under the Motor bridge and Briggs charged the bank very hard, wrecking the car and being taken to hospital with concussion. This left Balmer and Watts who carried on as desperately as before. Side by side they covered Club Straight on the last lap, with Balmer grabbing the inside line for Woodcote. Watts tried to go round the outside but was squeezed out and flew off the road, to collide head-on with Ali Hussein's

SILVERSTONE

Brise's convincing F3 win

ex-Martin Thomas Camaro which had spun into retirement early in the race. As Balmer crossed the line to win, Watts's car shuddered to a sudden halt against the front of the hitherto more or less undamaged Camaro. Amazingly, although Watts was taken to hospital, he was later discharged with nothing worse than split knees and chin while Briggs too was discharged later in the day.

The Blue Circle cement mod sports contenders adopted a slightly more gentlemanly approach, but the racing was no less fierce for all that. A packed grid soon split up into warring groups but at the front it lay between just two cars, Brian Hough's TVR Tuscan and John Pearson's phenomenal Jaguar XK120. With much less power at his disposal, Pearson was nevertheless determined to beat Hough if he could and the angles adopted by the Jaguar in the corners seemed to spell certain disaster. Somehow, Pearson held the car every time, even when facing the pit wall, but after setting a new lap record, the straight-six cried enough and expired in a cloud of smoke on lap 10 a dropped valve or blown piston being suspected. The Elan battle for second place and the 3-litre class had fizzled out by then because Gerry Marshall, in the VRM car, found he had a puncture in a rear wheel after making a fine start and leading Jon Fletcher for the first lap. Marshall looked safe in second in the class until he was disgracefully carved up by a very slow Healey 3000, allowing John Evans to nip past. Evans threw away his advantage with a spin at Becketts a lap later, handing the place back to Marshall for the finish.

Next on the road was Bob Jarvis in the potent little Davrian-Imp, which lifted a wheel at Woodcote in spectacular fashion as it struggled with Brian Mills in his ex-Ted Worswick Mike Franey/Dave Moore 2-type and John Miles's Turner Mk 3. Eventually Miles and Mills were left behind as Jarvis drove to a good class win and record, although he was very lucky since the throttle cable broke on the last corner. His nearest challenger should have been Johnnie Blades in the Clan Crusader but a broken cam follower in practice wrought havoc in the engine. A hasty rebuild left the motor still far from right but was good enough to enable Blades to climb through the field, after a shocking start when the engine died, to take second in class. The 3-litre section went to the ex-Hough Tuscan V6 of Ed Stephens although he had been led in the early laps by the similar car of John Kerswill, which gradually ran out of gears and had to drop back. Apart from Pearson and Jarvis, Fletcher also established a new class record in this splendid race.

The second Forward Trust special saloon event did not feature a battle for the lead since Ray Payne just drove away from the rest in his Hartwell Imp to win, easing up by over 10 s. Second place began as an intense tussle between Les Nash's Bevanised Sunbeam Imp and Richard Long's Cosworth-powered Anglia. Nash, however, was having trouble finding second and fourth gears when he wanted them and Long was able to draw away to a second position as secure as Payne's lead. The Imp fell into the clutches of Gerry Taylor (Anglia) and Martin Sellicks (Cooper S) who originally had Peter Crouch's 650 Mini for company until he realised his class lead was so ridiculous, he left the 1-litres to get on with it. Taylor, Sellicks and the troubled Nash fought furiously over the last few laps but on the last lap Sellicks was held up by a back marker and there was nothing Nash could do to pass Taylor, who thus took third.

The ravages of Monaco thinned the Forward Trust F3 entry a little although the English drivers were no doubt happier to be back with the wide open spaces of Silverstone. Several eyebrows were raised when it turned out that Matt Spitzley had taken pole

position in his updated March 713M, but rumour had it that his Vegantune engine was something special. The American's time was 58.4 s, while six cars were 0.2 s slower in the order Brian Henton (GRD 373), Alan Jones (GRD 373), John Sheldon (Royaie RP11A) and Tony Brise, Masam, Kuwashima and Ian Taylor (March 733s). Also under 59.0 s were Bernard Vermilio's Marilyn Mk 21B and Richard Roberts (GRD 373). Jones, after many laps testing earlier in the week with a revised nose section, found his engine had suffered as a result and it blew up after very little practice while Leonel Friedrich had a coming together with one of the Silverstone rabbits to the detriment of the rabbit and the March's gasfibre.

Not surprisingly it was the experienced Jones who benefited most from his front row position to lead lap one but Brise driving in bare feet since he hardly fitted his completely untried new car, was through to second, followed by Henton, Kuwashima and Taylor. Mo Harness, trying to make up for his poor grid position, entered Becketts backwards, and dropped to last of the 21-car field before beginning a splendid recovery which brought the Modus Team Ensign into seventh at the finish. Poor Friedrich never even started, for he flooded the engine on the grid and then a marshal helpfully pushing, less helpfully broke the rear wing. By lap two Brise was in front and already pulling away, showing the flair which has been lacking in many races this year as he threw the March round the corners with flairs of opposite lock. Kuwashima quickly demoted Jones and looked the man most likely to challenge the leader but he not only put a stop to his efforts, but to everyone else's as well, when he spun at Copse on lap 5 after the gearbox seized.

Taylor was through to second by now but try as he might, he couldn't narrow the gap, particularly since Brise was busy breaking the F3 record on towards the end there did seem to be some coming up but this was explained by Brise having increasing difficulty in pressing the very stiff accelerator pedal. Jones was a good third, the GRD looking far less predictable in the corners than the Marches, while Henton hung on to fourth, relieved to finish intact and deserving of his championship points. After a first lap spin had relegated him to 14th place, Roberts climbed back well and had all but caught Superhen at the finish. Spitzley tagged along with the Myson GRD to claim sixth with Harness snatching seventh from Sheldon on the line, the two cars sharing the same time as did Vermilio and Pedro Puassadore (GRD 372) who finished together 1 s later.

If all Sports GT fields were as good as this one, no-one would complain for there were sufficient competitive cars to make a fine race. Pole position occupant Hank Candler in his March 73S-BMW was too eager to begin racing and jumped the start although Tony Charnell's Gropa-FVC had forced its way into the lead by Becketts. Uncertain where to brake for Woodcote since he scarcely knows the place, Charnell just scabbled round in the lead ahead of Candler, John Jordan's McLaren M6B and Jeremy Lord's Lola T212. Carving his way up from the back after a delayed push start was Ian Grob's immaculate Chevron B23, which bounded up the lap chart until it was fifth on lap 5, fourth two laps later and third a lap after that. Charnell stayed in front of Candler while Lord quickly dealt with Jordan to tag along in his smaller-engined car. On lap 6 Lord and Candler both passed Charnell, whose clutch was beginning to slip at high revs, and a lap later Lord, forgetting that Candler had jumped the start, made a bid for the lead at Becketts which ended with the Minilite Lola spinning and dropping to fifth, just ahead of class adversary Frank

continued on page 67



John Watson's Mirage is about to be lapped by Larrousse in the winning Matra.

LE MANS

Matra's popular win but Ferrari's big challenge

By ROBERT FEARNALL and JEFF HUTCHINSON

Photos by PETER BURN

Matra came to Le Mans with four cars, Ferrari with three and Gulf Mirage with two. All three Ferraris led for some considerable time, but their main challenge from Jacky Ickx and Brian Redman sadly failed just 80 minutes before the finish. Until then, their sick Ferrari had been swapping the lead with the Matra of Henri Pescarolo and Gerard Larrousse, which was then left with a commanding lead until the finish. Ferrari still finished second, the Carlos Pace/Arturo Merzario recovering from a long pit-stop on Saturday night to finish six laps behind the Matra with the Matra of Jean-Pierre Jaussaud and Jean-Pierre Jabouille a long way behind in third. The third Ferrari of Carlos Reutemann/Tim Schenken led the race for five hours before its engine broke, a similar fate putting an end to the Patrick Depailler/Bob Wollek Matra when it had just taken the lead. The fourth Matra of Beltoise/Cevert threw a tread on the Mulsanne Straight and that put an end to that car. Both Gulf Mirages retired, one being well-placed for a long time.

The Grand Touring car class featured a tremendous battle between the Ferrari Daytonas and Porsche Carreras. The outcome went to the Pozzi Daytona of Vic Elford (making a return to racing) and Claude Ballot-Lena, although Milt Minter/Sam Posey led the class for most of the race in the NART car before its engine broke. The Hazemann/Quastner BMW was the only survivor in the Group 3 category.



World Championship/
round 8

ENTRY

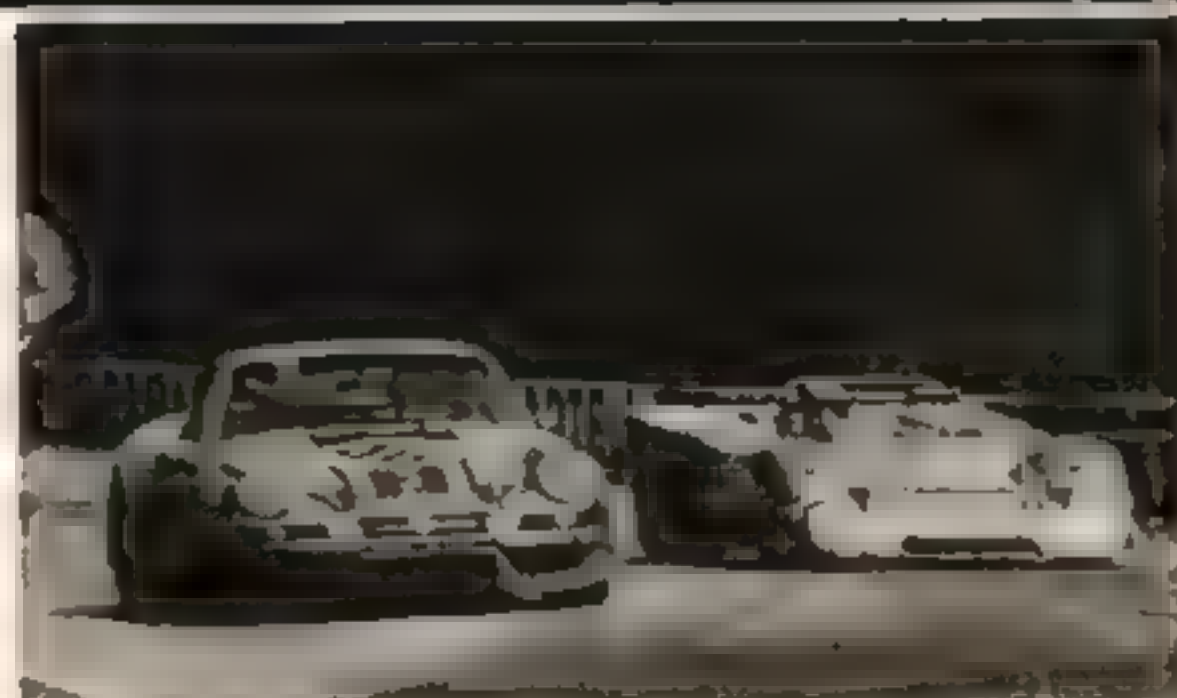
Le Mans is a lot more than just a motor race; in fact it is not even a motor race in the current sense. Cars race against the clock rather than each other. Each car endeavours to cover every inch possible between 4 pm Saturday and the next 24 hours. This year was something special. It was exactly 50 years since the first race was organised by the Automobile Club de l'Ouest. Messieurs Lagache and Leonard set the world alight with an incredible distance of 1372.5 miles at an average speed of 57.208 mph at the wheel of their 3-litre Chenard-Walcker in 1923. Army searchlights lit the road for the 33 starters during the night hours while technical innovations included front wheel braking but had not yet reached the dizzy heights of wind-screen wipers. Now, 50 years later, the race favourite was another French car, the Matra-Simca, which hoped to near somewhere around the record average speed and distance covered by the Porsche 917 of Helmut Marko/Gijs van Lennep in 1971. An average speed of 139.128 mph, covering 3315 miles, may seem a far cry from the modest 57 mph of half a century ago, but other than the cars and speeds little else of the magic of Le Mans has changed. Reports of 50 chickens, 150 gallons of hot soup, 450 bottles of Champagne and unknown quantities of red and white wine given away 50 years ago by one concern seem almost laughable now. Like then, Le Mans attracts all the leading lights of the automotive world, this race being the proving ground, to the public at least, of the cars and the associated industries.

People come from all over Europe, especially England, to enjoy the atmosphere of Le Mans with its fairground, beer tents and souvenir shops, many of them only watching the race for a few minutes at the start and again at the finish. While for the spectators the Le Mans weekend is a "grande vacances" it is the most hated date on the calendar for the competitors themselves. Cars have to be specially prepared, extra people taken on and 101 other things to worry about if the "operation" is to run smoothly. Most team managers admit that often it's a complete waste of time even entering the race, but with the slimmest chance of winning this race and reaping the prestige of a Le Mans win they always come back.

Heading the 3-litre prototype field in both effort and numbers were last year's winners, the Matra-Simca/Shell team. During their tight schedule of normal 1000 km racing they had found time to build three new chassis based on this year's MS870. Called the 870B, the latest chassis features 13 inch diameter wheels instead of 15 inch, with the rear suspension pick-up points altered to suit. The body line is now also lowered, while because of the smaller wheel centres the rear brakes were moved inboard for increased cooling. In the interests of reliability the motors had also been given a lower rev limit of 10,500 rpm and detuned to around 450 bhp. The cars also featured a new Porsche-built Matra-specified gearbox for the first time instead of

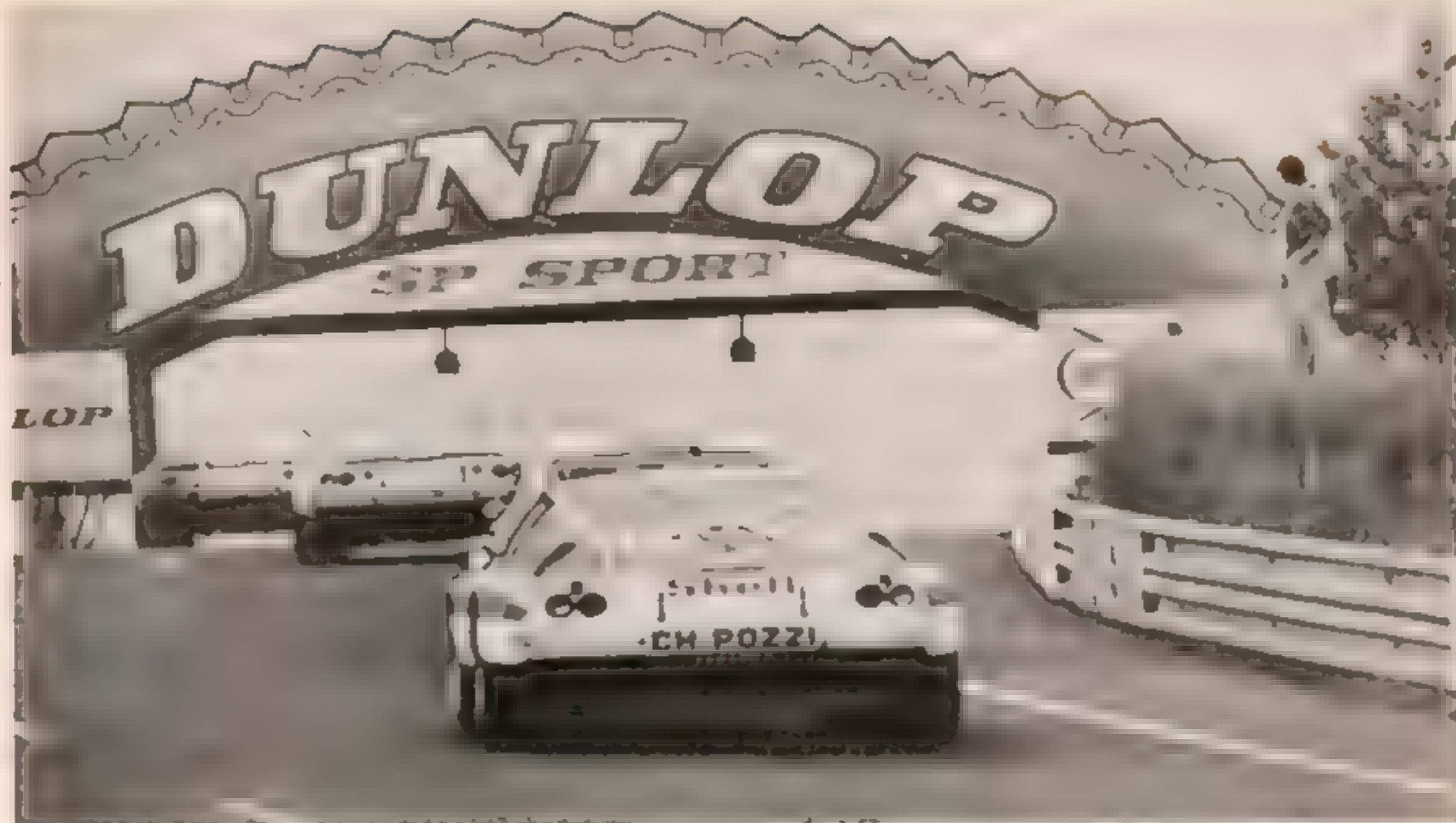


Le Mans by night (above). Beltoise's Matra accelerates out of Tertre Rouge towards Mulsanne (below).



Van Lennep's Porsche goes inside Blancpain's Chevron into Mulsanne corner (above). A marshal watches the Jabouille/Jousseau March lead the Schenken/Reutemann Ferrari.





The Daytona of Veiga Palma (94) leads the Francorchamps car of Andruet Bond, a works Capri and the GT winning car of Elford/Ballot-Leno.

their usual Hewland and ZF gearboxes which they feared would not last the race, while brake discs were changed to solid type for fears of the ventilated discs cracking. Because of the solid discs none of the drivers was too pleased with the cars' braking performances, but then that should not be too serious a problem over 24 hours anyway.

All French crews were engaged for these three cars. Jean Pierre Beltoise/François Covert shared the number one car with Jean-Pierre Jabouille/Jean Pierre Jaussaud and Henri Pescarolo/Gerard Larrousse in the other cars. Matra also decided to play things safe and run an old-type 870 back-up car as well. Patrick Depailler/Bob Wollek were chosen to drive this car, which was in the same trim as the other cars run throughout this year other than the Porsche gearbox. Because this car did not have inboard brakes a different type of alternator drive was also used to take less load off the gearbox, from which place all the other cars' alternators were driven. A disc between the driveshaft and gearbox side-plate (like a brake disc) was used to drive the side mounted alternator via the usual v-belt.

One very significant difference between this car's engine and the others however, was the way it was running titanium con-rods for the first time in the hope to overcome the rash of con-rod breakages these engines have suffered all year. This car weighed 715 kg at scrutineering compared with the new versions which weighed 686 kg. Of the four cars Matra entered for this race this could well be the only one to finish, Bernard Fiorentino, Simca rally ace, was once again reserve driver for the Matra camp.

With the Championship points so critical this year Ferrari would no doubt have liked to have been able to give Le Mans a miss like they were able to do last year. Instead they could not afford the chance of Matra winning without a fight so they brought along three of their "stock" of Ferrari 312Ps. Unlike Matra their cars were the same as they had been racing all season although all rear brakes were outboard, and with slightly changed rear body sections to accommodate

the long fast Mulsanne straight. They were even longer than those used at Spa, while to cut down turbulence the space behind the rear wheels was all boxed in. The back end of the tail sloped down slightly to leave plenty of "working" air around the rear wing, while on the edge of the tail an adjustable lip was also added for fine adjustment. The nose shape was also slightly altered to accommodate the four headlights needed for this race.

Like Matra the Ferrari engines had been given a 10,500 rpm rev limit, and the team were also claiming 450 bhp like their French opposition. The extra long exhaust pipes first used at the 'Ring were still in place which upped the torque range quite considerably. Drivers in the Ferrari team were the usual six, Ickx/Redman, Merzario/Pace and Schenken/Reutemann.

After missing the previous round of the championship Gulf Research Racing were back in force with two beautifully prepared Gulf Mirage M6s with another car in the back of the transporter. Like the others Gulf were taking things very easy and had put a 9200 rpm rev limit on the engines in the gears and 9400 in top to try to make things last, while they had changed their normal Hewland gearboxes for ZF ones, which is what Matra had managed to win the race last year. To take suspension loads, each box was strengthened by four cast-alloy plates around the diff case. Making a welcome return to the team since his F1 crash at the Race of Champions was John Watson partnered once more with Mike Hailwood, Derek Bell/Howden Ganley driving the second with Vern Schuppan nominated reserve driver for both cars.

With Porsche so high up the points table and in with a very good chance of lasting the race, both the two works-backed Martini cars had been converted to full prototype class as was one of the cars at the Nürburgring. Plastic body, wide rear tyres and full rear spoiler set up, plus a full 3-litre engine, made them far more competitive than the "normal" Carrera RSRs of which there were plenty more for Porsche to hang their hopes

of a GT victory on. Driving the Martini Carreras were usual pairing Herbert Müller/Gijs van Lennep and Reinhold Jöst/Claude Haldi.

Looking more like prototypes and another good chance towards a Porsche win were a pair of Porsche 908/3s for usual Toblerone sponsored drivers Juan Fernandez Bernard Chenevierre/Franco Torredemer while the second even more tatty-looking second example was Christian Poirot/Jürgen Barth's making its first long distance appearance this year (Although Barth was also down as driver of another 911 as well.) Older Porsche 908 2s were also being run by André Wicky/Max Cohen Olivar/Philippe Carron, and Equadorians Guillermo Ortega/F. Marella, and an even older Porsche 910 for Raymond Touroul/Jean-Pierre Rouget.

Lola's hopes lay with Gitanes T282 of Jean Louis Lafosse Reine Wisell. This has now been fully repaired since its Spa crash and as a result of two similar rear suspension failures the car was running with redesigned rear suspension. Parallel links replace the wishbone set-up of before and the rear anti-roll bar adjusting link had been remounted on the hub carrier. Like Gulf Mirage the Gitanes car was using a similar DFV limited to 9400 rpm. A second privately entered ex-BIP Lola T280 was being run by its owner Daniel Rouveyran with "Cyprien" and Christian Ethuin sharing the driving although by the standard of preparation it seemed highly unlikely the car would be going long enough for them all to get a drive. The only other Lola in the race was the 2-litre FVC-powered example entered by Jacques Henry for himself, Bernard Grobot and watchmaker Fred Stalder, Henry no doubt hoping that his Stalder-built engine would run like clock-work.

Making its first racing appearance since last year was the rebodied Duckhams Ford being handled by its last year's drivers, Alain de Cadanet/Chris Craft. A de Cadanet designed longer tail section and redesigned nose section looked about the only significant changes—and were. Powering the car was the ex-Ligier owned DFV 11 series rebuilt by John

After 24 hours, around 350 laps, 3,000 miles and over 10,000 gear changes, a Borg and Beck clutch came through with flying colours.

Most drivers don't hope to win the Le Mans. They hope to finish.

Which could account for very nearly every car starting the race with a Borg & Beck clutch.



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The Elford/Pozzi Ferrari leaves the pits after a night routine stop

Nicholson who had built last year's motor so well. The team were taking things very gently and just hoping for another performance like last year, but without the late-stage crash.

Three Ligier JS 2s were entered, two works ones sponsored by BP France. These cars which are as "special" as the Martini Carreras, were now fitted with very quick and torquey 330 bhp Maserati engines and with rising French stars Jean Pierre Paoli, Alain Couderc in one car and F3 star Jacques Laffite, who was sharing with "the Boss" Guy Ligier in the other.

Unfortunately Alfa Romeo did not feel they were ready for a 24-hour race just yet with their new flat 12 car, so the only Alfa representation came from the Brescia Corse entered ex-works V8-powered T33/TT3 driven by Carlo Facetti/Tenodoro Zecchi/Pam. Although this was a private entry several familiar Alfa Romeo faces could be seen in the pits lending a hand.

Two-litre cars completed the rest of the prototype entry, FVC-powered Chevrons being run by "Christine"/Roger Dubois/Pierre Paganl, Brian Robinson/Herve La Guellec, Jose Uriarte and Michel Dupont/Paul Blancpain. A fourth Chevron entered was a new example of Pierre Maubianc/Jimmy Miesuset and Barrie Smith, but this one powered by a more powerful Schnitzer BMW engine.

Fastest of all the 2-litre-style runners (actually entered as a 3-litre) was the first ever European appearance of the Japanese built and driven Sigma (based on a GRD). This is a very basic-looking square-sided monocoque construction 2-litre chassis built privately in Japan. Apparently three have been built and raced, this one the most successfully. It is powered by a rotary Mazda engine actually rated at 2292 cc, and although Tetsu Ikuzawa claims the engine they are using is a very much detuned version used in the saloon cars it certainly had a lot more power than its claimed 260 bhp. Patrick Dal Bo was sharing the driving with Ikuzawa along with its usual Japanese driver Hiroshi Fushida.

Many people thought that the winner of this year's race would come from the GT class who would no doubt be doing with the slower prototype if and when the delicate front runners dropped out. The same happened at the Daytona 24 hours, so why not here?

This being the situation we had all the front-line GT runners entered, plus the top American runners. It was not going to be a Porsche domination as it had been in previous

European rounds. Nine Ferrari Daytonas were out to do battle with four Chevrolet Corvettes and eight Porsche Carreras RSs.

The Ferrari works were taking the Daytona effort almost as seriously as their prototype effort, no doubt realising that these cars stood a far greater chance of being there at the finish than the prototypes. Most of the Daytonas were running works-prepared engines with a host of Ferrari men in attendance to help out if needed. Some engines were updated versions from last year and some were new, and engine power was said to be up around 25 bhp since their Daytona appearance. The North American Racing Team entered four of these Daytonas, three of them in NART colours and a fourth another entry taken under the NART wing. Mr Nart's son Luigi Chinetti was once again paired with Francois Migault as at Daytona, while other NART pairings were Sam Posey/Milt Minter and Bob Grosman/Lucien Guitteny in the other two Daytona-raced NART cars while the fourth was turned out differently, driven by Luiz di Palma Nestor Garcia Vega from Buenos Aires and managed by Phil Elford.

Opposition to NART came from French Ferrari agent Charles Pozzi who was running two immaculately prepared Daytonas for Alain Serpaggi/José Dolhem in one car and Claude Ballot-Léna/Vic Elford in the other. From England came the JCB backed car of Willie Green/Neil Corner, with "Willie Eckerstlyke" as reserve driver, this being the ex-Maranello car of last year. Ecurie Francorchamps had entered their usual Fisons-backed car for Richard Bond with Jean Claude Andruet taking the place of the normal co-driver Teddy Pilette who was racing F5000. This car was the heaviest weighed at scrutineering. Slowest of the Daytona runners was the Jean Claude Geurie/Claude Grandet, entered by the French Shark Racing Team.

The Ferraris were all very much alike, but for the Pozzi cars which had decided to try some small wings hung beneath the rear end, while the Pozzi, Francorchamps, Shark and three of the NART cars featured front fins attached to the front wings. One of the NART cars also tried the rear wing devices, to try to stabilise high-speed handling but was not convinced that it did any good. Then Pozzi cars were also running without brake servos which Elford claimed gave much more feel to the car and would hope to try to reduce the incredible brake wear suffered by all the Daytonas last year. But, as

Elford said, "I now have incredible muscles in my right leg." Ferodo had also produced special bigger pads to cope with this race, but they then found that they were the wrong width, so all the Ferodo men were working their knuckles to the bone modifying them.

The biggest difference between the Ferraris was tyres. The Pozzi cars used Michelin radials, while the NART cars chose to run Goodyear radials to whom they are contracted. Also Michelin shod were the Francorchamps and JCB entries while the only odd one out was the slower French car fitted with Dunlop crossply.

Heading the Corvette entry were the two BF Goodrich sponsored and tyred 7.0 Chevrolet Corvettes tuned and prepared by John Greenwood. The quicker coupe version driven by Greenwood himself with Bob Johnson and John Greendyke, while the hardtop version was driven by Ron Grable and Don Yenke. The remaining Corvettes were the familiar car of Henri Greder/Michel Pienard which they were sharing with Marie Claude Beaumont and the French Ecurie Leopard car of French pair Jean Claude Aubriet/"Depole," both these cars around 100 kilos heavier than the better-sorted American entries.

Running in place of the Martini car as a works assisted GT Porsche Carrera was the Paris Distributor SunAuto-entered Carrera of Daytona winner Peter Gregg driving with Guy Chasseuil. This car was fitted with Goodyear tyres, while Erwin Kremer's familiar Carrera was Dunlop-shod, Kremer's works-assisted car being driven by Kremer, Paul Keller and Oleumens Schickentanz. Porsche Club Romand arrived with their car for Peter Zbinden/Jean Francois Plot, Georg Loos was sharing his car with Jurgen Barth as at the Nürburgring, while a newcomer was Rene Mazzia in his privately entered car with Pierre Mauroy and Michel Mignot. Completing the GT Carrera line-up was Jean Egretaud/"Jacahelle," as this year de Tomaso did not appear at all for reliability reasons.

Six saloon cars completed this year's 24-hour race entry, the best for many a year. Ford and BMW were once again the only contenders with Ford works outnumbering the BMW works by three cars to two although a private Schnitzer-prepared BMW was also running but not really in the same league.

The Capris were basically the same as previously other than a lower 10:1 compression engine for reliability rather than the normal 11:1. Drivers were John Fitzpatrick/Dieter Glemser, Gerry Birrell/Hans Heyer and Jean Vinatier/Helmut Koinigg. Jochen Mass away at Nivelles racing F2. The three cars were from Ford's stock of six chassis, the Fitz/Glemser chassis being new however.

BMW's were only running two cars, most of the mechanics seeing their first ever race as Jochen Neerpach moulds together his new team. Like Ford, their 3.3 litre four-valve engines were de-tuned, but to 10.5:1 instead of 11:1. This gave 360 bhp compared with the Ford figure of just on 300 bhp. BMW had also decided to play safe and fit a secondary ignition system should they have problems. Drivers were Dieter Querstner/Tonia Hezemans and Hans Stuck/Chris Amm. The non-works car was a Schnitzer 3.3-litre CSL entered by Andre Wicky, with Walter Brun heading the driving.

PRACTICE

Practice was dominated by one thing—the lack of it. It was a mere formality before the race. Teams checked gear ratios, bedded in brakes and tyres, made minor aerodynamic changes, qualified each driver in night and day practice, adjusted headlights, checked for anything out of the ordinary and that was about the sum total of practice.

Times seemed to be irrelevant, nobody really trying to beat the other but just keep within their own strict safety limits. When at the end of the first day's practice from 6 pm to 11 pm the 312Ps of Merzario/

Pace, Ickx/Redman were quickest, Matra were unconcerned. Merzario had set a 3 m 37.5 s and Ickx a 3 m 38.5 s slower than last year's 3 m 36.3 s set by Beltoise's Matra. These two times ended up being the fastest after the second day's practice as well, so, quite surprisingly and almost without a struggle Matra sat back and let two red Ferraris stand ahead of them for the start of the race. The third Ferrari of Schenken/Reutemann had taken fifth spot on the grid on Wednesday and the mechanics returned with the cars to the garage in Le Mans for a routine engine change. It should have been routine anyway. But an urgent message from Italy informed them that all the valve spring loadings had been set up incorrectly and that they were faced with a 24-hour non-stop task of re-setting 144 valves. When the cars re-appeared on Thursday all was well, but after a couple of laps Redman went missing out on the Mulsanne straight. The fuel metering unit had broken and when he eventually returned there were about ten minutes left of practice. Ickx decided to have a couple more laps in the car to see if it was running all right which was just as well for on his very last lap the car stopped again, this time with mechanical pump trouble. Had he decided not to do these final couple of laps he may well have stopped on the first lap of the race.

Matra's practice was very much routine, Jabouille much happier with his car after the suspension had been stiffened up slightly while the only time anybody looked worried was when Cevert stopped a couple of times with the engine misfiring slightly. A change of contact breaker points finally cured the problem and after another couple of laps the car was sent back to the garage. Cevert could have undoubtedly taken pole position but nobody thought it worth running the engine for another ten laps to find one lap without too much traffic in his way. The Matras kept their same engines throughout, none of them having been raced hard enough to necessitate a change. One embarrassing Matra moment however, was when Belloc stopped at the pits for a wheel change and the wheel nut got stuck on. It had been put on too hard back at the garage and eventually the whole front suspension had to be taken off in order to remove the wheel still attached.

Gulf Mirage also took things very easy, the only drama occurring on the first day when John Watson spun at the tricky adverse camber corner half way through the new section. This was not too serious, but the wind got under the wing as he went backwards and lifted the tail section which slammed forward, knocked John on the head and damaged the front of the car as well. All was repairable for the next day when

both cars ran without trouble at all. Bell had two flats on Wednesday

Wisely Laforce did few laps in their Lola, but not without considerable problems. First the air box flew off and dented the rear wing, then being run with a different rail section which had the wing supported by a triangulated stay arrangement instead of the usual two shark fins moulded to either side of the rear section. This new arrangement proved even slower, while when reserve driver Hughes de Fierland drove the car the rear tyre chunked on the main straight and whipped a great gash in the rear body panel. The next day only managed a few laps before the oil pressure suddenly disappeared and the car was pushed back to the paddock for a new race engine.

Chris Craft and Alain de Cadenet were not looking very happy with their Duckhams, the main problem being high speed stability. Apparently the front nose section was working too well and creating so much down pressure that the car was almost riding on the bump stops down the main straight. Small "spoilers" taped to the nose to try to reduce the pressure did not seem to help too much, and both drivers were not too happy about the idea of having to "drive" the car all the way down the main straight for 24 hours. The brakes were also heavier than they had liked, but this was the least of their problems.

The works Ligers were having similar aerodynamic problems and were adjusting or removing completely their rear wing assemblies. Despite these problems they were quicker than the Porsche Carrera prototypes. The Martini cars were not without problems either. Mainly the fact that they were slower than they had been at the April test weekend. The reason was put down to extra drag of the large all-round rear spoiler, but as they were now all neatly integral moulded sections it was not possible to try them without. Eventually Van Lennep found the cars went a little better with less wide rear tyres which were subsequently fitted to both cars.

Three seconds covered the prototype Porsche Carreras, Ford Capris, Ferrari Daytona and BMWs after practice, so it looked as though things were going to be very close between this section of the field. The more powerful Ferrari engines ensured that the Daytonas were not going to be left behind by the Porsches and Capris as happened in April testing.

The quickest Corvette was around 4 s slower than the Ferrari Daytonas, while the second Goodrich Corvette was in more serious trouble. While trying a new differential on the street Don Venko managed to wick the nose of his car into an oncoming

line of French traffic which seriously damaged the side of the Corvette and resulted in Yenko's daughter being taken off to hospital for three stitches to her head. After a really hard effort the car was repaired in time for the race but then was thrown out by the organisers who had already told the third and slowest Ligier drivers that they could take its place. The excuse was the contravention of some obscure regulation covering road testing.

The Ferrari Daytonas were not having an easy time in practice. The NART men were complaining that their cars would not rev properly while drivers complained of other Daytonas bad handling and Andruet went off into the Armco in the Francorchamps car at the same place as Watson. The front of the car was badly damaged but repaired for Thursday's practice during which time the main problem was trying to get the lights pointing in the right direction.

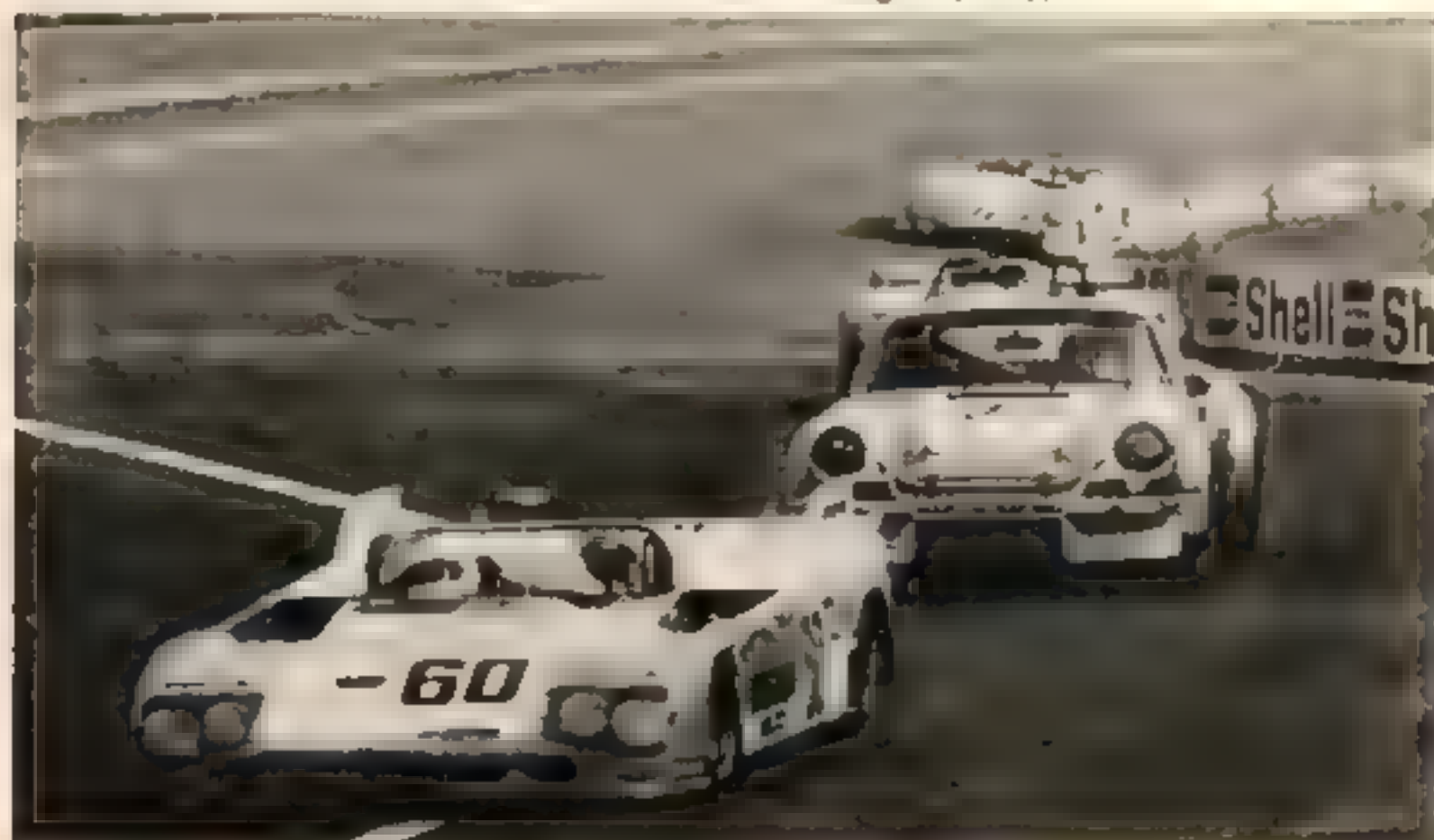
The Juncadella/Bagrator Chevron B23 was suffering lots of problems with neither driver doing much on Wednesday although they did manage to qualify on Thursday. The Robinson Chevron was in trouble on Wednesday when the head gasket broke but things were much better on Thursday after a new Tianhui 1800 FVC had been installed, although as a reserve car they didn't get a race. Ford and BMW's practice was very much routine, both teams fitting race engines on Wednesday night.

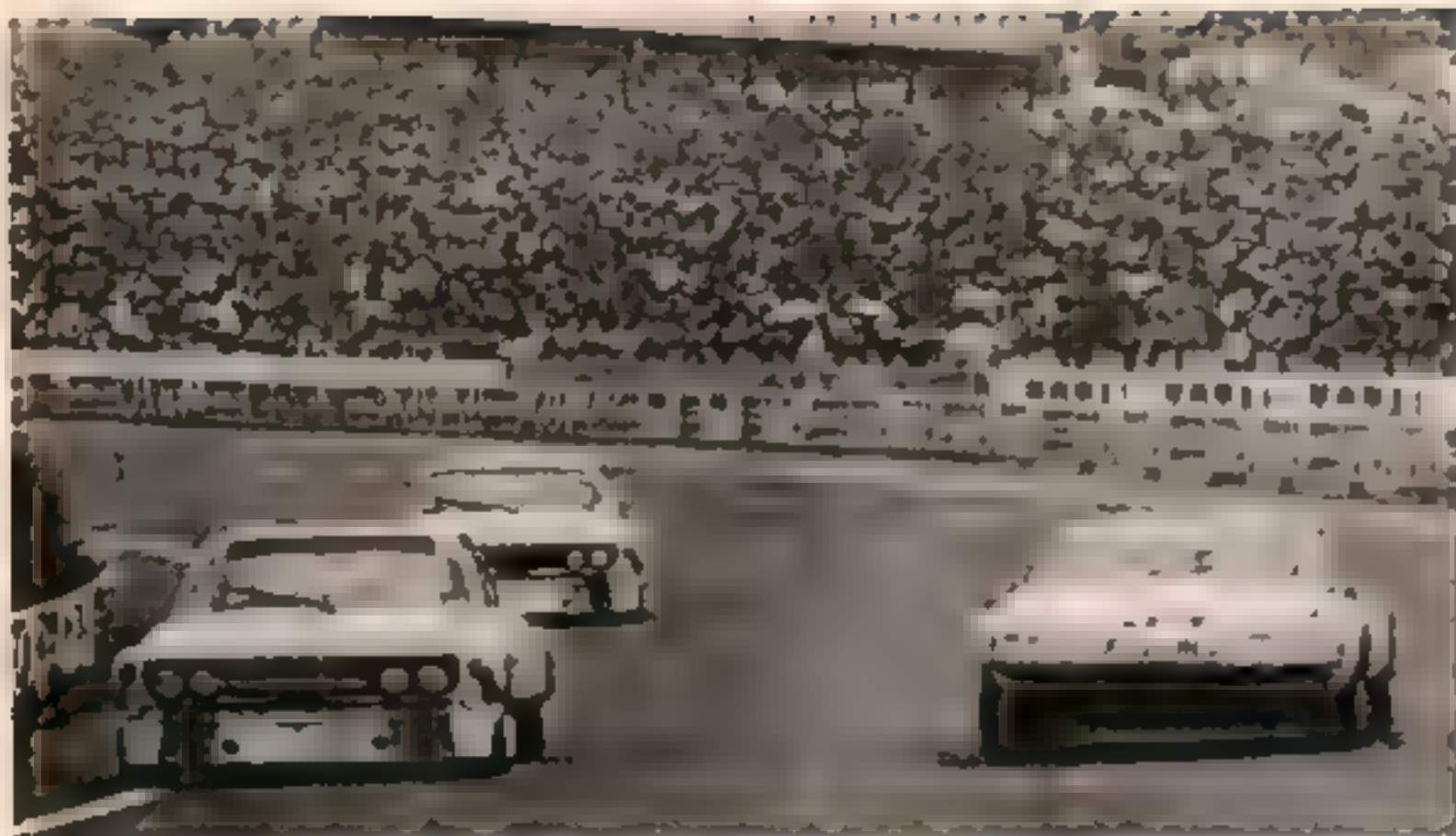
Most of the GT Carreras had a trouble-free practice session, Kramer's Wednesday practice coming to an abrupt end when his engine blew up and caught fire as the oil sprayed over the hot exhaust. A new engine was fitted for the next day's practice and the race as scheduled. Brun damaged the slowest BMW against the chicane Arcon

The complete list of times recorded by each car is as follows, with the driver recording the fastest time named first. Those marked with an asterisk were reserves and did not start.

[illegible]

Facetti's Alfa leads Jöst's Porsche and the two Mambas through the Esses.





The Pisons Daytona of Andruet/Bond and the works BMWs of Amon and Quester pass the crowded start area.

RACE

After the three beautiful practice days dark clouds gathered over a warm Le Mans as the cars were gradually assembled on the pit front ready for the 4 pm start. Two cars even stood on rain tyres in anticipation of forthcoming rain, but as the teams moved the final spares, food, drink and other necessities into the 12 ft by 6 ft concrete boxes that were to be their homes for the next 24 hours the sun was shining again.

All 55 cars were led around for the warming up lap and when the flag dropped it was Merzario who made the best start, Redman hanging back and keeping the rest of the left side of the two-two grid behind him. By the first corner after the pits Merzario had pulled out several lengths and he appeared over the hill and down into the Esses a couple of hundred yards before Cevert, Pescarolo, Schenken, Jabouille and finally Depailler came through all fairly close together. The two Mirages came next with Bell and Hailwood at the wheel with Lafosse next in the Gitanes car already trailing slightly, while Redman was next way down in 10th place. The Facetti Alfa, and Craft Duckhams came next with the rest well strung out. The Grosman/Guittany NART Ferrari stopped to change a puncture from the rolling start and Dubois made a brief stop from the rolling start as well.

By the end of the first lap it was obvious that Merzario was out to play the hare which was planned by the team to try to break the Matras. He pulled out several seconds but Cevert was not taking the bait and simply cruised around leaving the Ferrari to disappear into the distance. As Merzario went through the Esses he was hard on the brakes and then back on the throttle in great foot-fuile and it became pretty obvious to even the most uninformed spectators that the rest of the field were not even trying to catch him as they eased off the throttle much earlier and cruised through the same section. This went on until lap 12 when Merzario finally stopped for more fuel, and not surprisingly brake pads, and Cevert went ahead, until his stop. The race had barely started before cars were in trouble, Hailwood was trying to change gear without a clutch from the first lap onwards and finally stopped at the pits to have the clutch adjusted which dropped him well down, while the Jost Martini Porsche had gone missing on the first lap eventually appearing late to have its gearbox sorted out. Amon was in trouble with his BMW stuck in fifth gear and was going very slowly while the Ford copy book was also blotted when Birrell retired his second place Capri involuntarily at the back of the circuit after a bolt had come loose in the distributor and cut the engine dead. Birrell

finally returned to the pits and was put into the Kolmogorov/Vinatier car.

Ikusawa stopped to have his wheel nuts checked, unhappy with his Signe's handling, while the Dubois Chevron B21 was in trouble with a misfiring engine and eventually disappeared soon afterwards having stopped out on the circuit. The Gitanes Lola and Duckhams car were in trouble later half an hour, Lafosse with a broken throttle cable which cost him three laps while Craft's problem was more serious. The rear wing was producing so much down pressure on the tail section that it had cracked it down the centre and it all started to flap about. Craft found his mirrors pointing at the engine and was forced to pit for repairs, the rear wing removed completely to start with while he then made a series of pit stops to have things repaired and modified, the car slowly getting quicker after each stop.

By the end of the first hour all the leading cars had made their first fuel stop, Merzario having re-taken the lead when Cevert stopped. Pescarolo, Jabouille and Schenken were also closely bunched in the next three places with Depailler taking Schenken shortly after 5 pm, while Redman was determined to be there at the finish and was driving very gently behind Bell who had gone ahead to take seventh place. On lap 17 Redman was even lapped by Merzario who was still not easing up.

Both the works Ligiers were in trouble early on, the leading car of Ligier himself coming to an early stop just after one hour while holding a strong 10th place ahead of all the GT cars and the two Carreras. The engine was overheating badly and the car spent a long time in the pits before eventually retiring a few laps later for the same reason, having made several more stops in an attempt to cure the problem and refill the radiator. The second car came in during the midst of all these dramas after Jean Pierre Paoli had managed to shunt the front and rear of the car quite badly, the offending hanging bits were removed and a spare moulded half front and rear section taped over the damaged areas and it continued strongly, but an hour back by this time.

Shortly before the two hour mark there was complete chaos in the pits. Both the Schenken and Redman Ferraris stopped together for refuelling while in the Matra camp someone had succeeded in bringing all four cars in at once. Cevert carried on for a third stint while the rest of the Matras changed drivers. Pace had taken over from Merzario but retained his lead from Cevert, while only the third Matra of Larrousse was still on the same lap, the first three cars having completed 31 laps. Following the routine stops, the order behind saw Wollek now fourth just over a lap behind the leading Ferrari with Reutemann and Jabouille behind.

Ickx also joined the race on the same lap as these three but almost a lap behind. The two Mirages were both circulating a steady eighth and ninth, Hailwood going well after his earlier trouble, but the Mirage good fortune did not last.

Shortly before 2 pm Bell brought his leading car in with only fourth and fifth gears working. Ganley got in but never even left the pits for the box was then stripped to reveal a sheared main input shaft, a job that was to take the next 4 hrs 15 mins to repair before the car got rolling again.

This was also a sign for the leading Ferrari to run into trouble, after 31 laps of leading the race, Pace stopping the leading car after just a few laps of his stint. He pulled out his cushion and threw it out of the car while he followed it and had water poured down his backside which was burning from petrol leaking into the cockpit. Merzario got ready to take over again while Pace went to change, but it was a long time before the Ferrari rejoined the race for the reserve tank had split and it had to be completely replaced before they could re-start, six laps down. Then Merzario took over and he flew, catching and passing the leading car (although still some laps behind) and setting a new record.

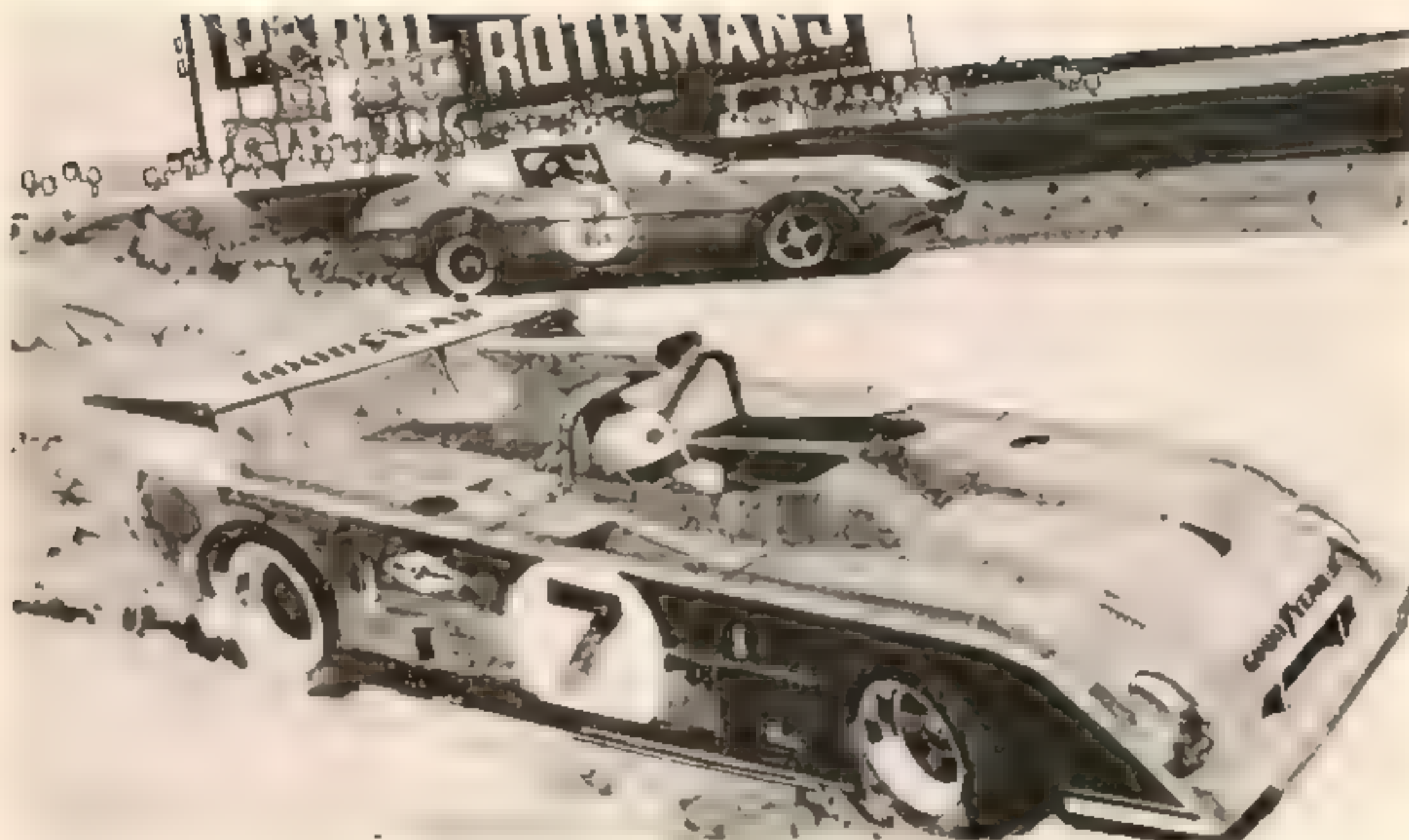
Cevert found himself holding a comfortable lead ahead of team-mate Larrousse who was being caught by a dice between Wollek and Reutemann. At Ickx's next routine stop there were a few worried moments as mechanics lifted the tail section to investigate a misfire which seemed to cure itself although Brian had reported that the car was showing a discharge on the ammeter sometimes. The car started on the battery OK however and the car sounded OK next time around. Should it be a repeat of practice nights fuel metering unit and mechanical pump problems each car was equipped with a tube and sucker to take fuel from the tank and try and squirt it down the injection trumpets by hand to get the car back to the pits. Oh yeah!

It was Matra's turn for trouble shortly before the third hour, but unlike Ferrari it was not the leading car. On lap 43 Jaussaud was driving and dropped from his sixth place, after being long overdue he finally limped into the pits with the front left wheel hanging over to the left. Apparently the tyre had thrown its tread down the Mulsanne straight and at that speed the flailing rubber chewed up the front wing and broke the wishbone. The car was rebuilt in the pits but dropped 10 laps in the process.

Another spectacular, but more permanent exit from the race at this point was the Greenwood BF Goodrich Corvette. The engine let go down the Mulsanne straight, but the car was not very well placed after several stops to change tyres before this.

Behind the leading 3-litre prototypes the Zecchi/Facetti blue Alfa Romeo was holding a steady sixth at the three hour mark, his position varying according to the changing fortunes of the quicker cars. The Muller/van Lennep Carrera was changing places with the leading 2-litre Chevron of Maublanc and the Toblerone Porsche 908/3 of Fernandez/Cheneviers, these three also being involved in the exciting battle with the G2 and G4 cars. The Glemser/Fitzpatrick Capri was doing an excellent job in holding down the Ferraris and keeping some distance ahead of the Quester/Hexemans BMW.

Very little separated the GTs. The Minter/Posey Ferrari seemed to have the edge on the other GT cars but when that made a 5 m pit-stop at 9.30 pm, it dropped down to fourth in class. The advantage was then taken over by the Elford/Baillet-Lema Daytona, their Pozzi team-mates Serpaggi/Dolhem having a fraught pit-stop at 8.42 pm when an over-enthusiastic fire marshal doused the engine in extinguisher when it began to smoke. However they were still within a couple of laps of their leading team-mates, who had not much in hand over the quickest Porsche, that of Gregg and Chasseuil, which was involved in a close battle with the Migault/Chinetti Daytona with the Carreras of Loos and Keller within striking distance. It was all so close that the places were changing continually when routine pit-stops took place and at this



FROM LE MANS- TO THE RUSH HOUR RACE TRACK

Thank you, H. Pescarolo- G. Larrousse (Matra Simca) A. Merzario C. Pace (Ferrari), J. P. Jaussaud J. P. Jabouille (Matra-Simca) First second and third on Goodyear tyres in the 1973 Le Mans

Yes, Goodyear's success at Le Mans justified yet again our complete commitment to the international racing circuit. It is, in a sense, our main tyre laboratory. The place where we test all our ideas for new fabrics and new tyre constructions. This year at Le Mans, for example, we were testing a totally new kind of racing radial.

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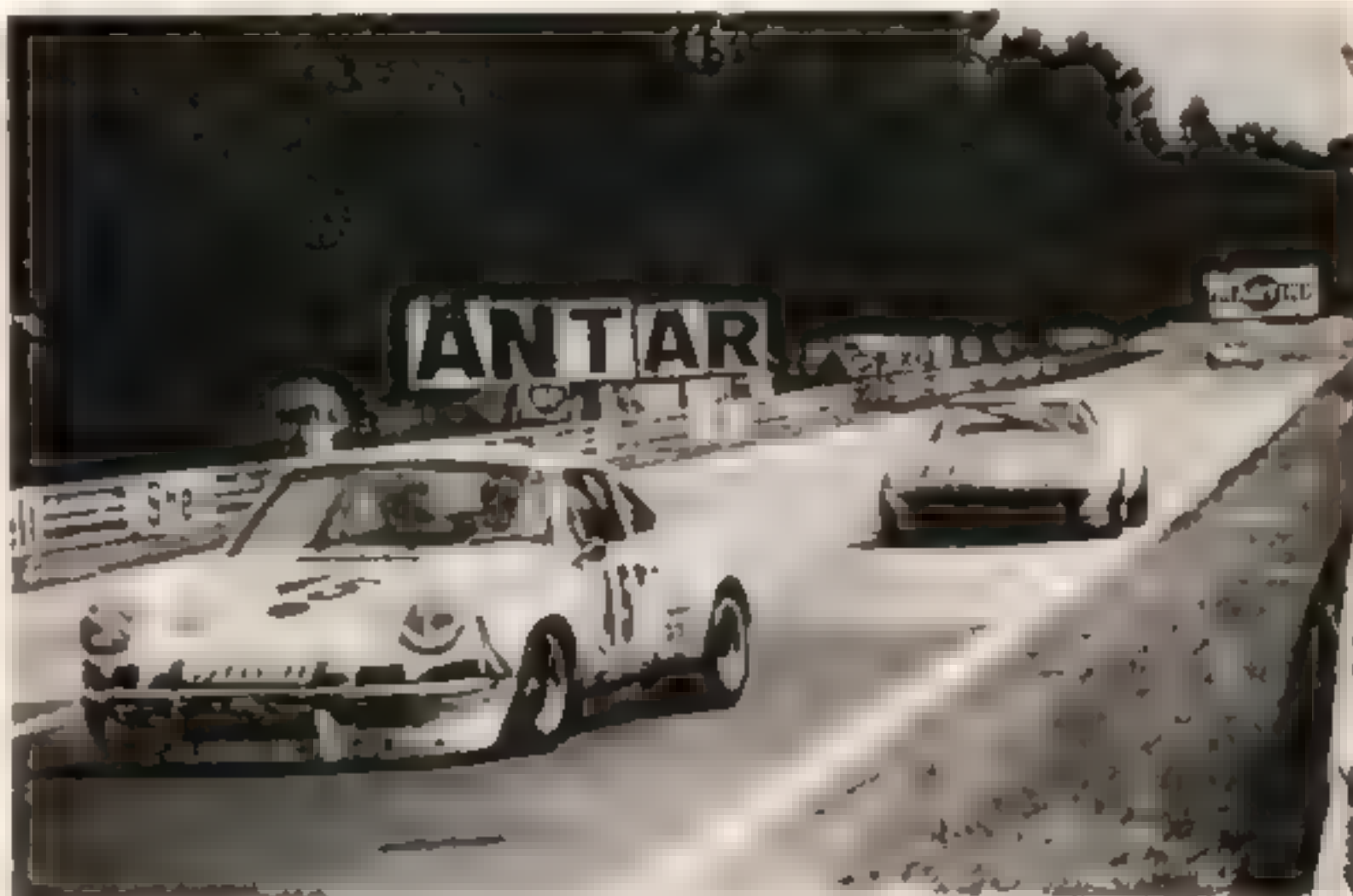
Hairy moment at Tertre Rouge as the Quenter/Hazemann BMW laps Rouveyran's Lola while two Matras of Pescarolo and Jabouille lap the BMW.

stage every second counted in those pit-stops. Biggest surprise in the GT class came from French Porsche of Egretaud which was up to second in class at one stage but around 10 pm that made a long pit-stop with clutch trouble. The Francorchamps Daytona of Andruet/Bond was making good progress until a long stop to change brake pads put it well down the running, but the JCB Daytona was going extremely well amongst the leading GTs.

Back among the leaders, the next drama unfolded around 8.40 pm when leader Jean-Pierre Beltoise brought the Matra in for an unscheduled stop. Like the other car earlier the front left tyre had given trouble and the suspension was damaged, although it was beginning to look as though perhaps the suspension was giving trouble as happened to both cars at Monza. This cost the leading Matra eight laps and dropped it down to 10th position. Suddenly the battle that had been raging between Depailler/Wollek and Schenken/Reutemann now became even more desperate and when the Beltoise car stopped, Wollek was leading the race by a few seconds. The Larrousse car had a lengthy routine stop to change brake pads but still held third place at this stage with Ickx/Redman closing up the gap.

Depailler's lead did not last very long, however, for just under an hour later the car rolled to a stop at the end of the Mulsanne straight with a seized engine, after the oil pump had broken. Once again the scales tipped in favour of Ferrari who filled the gap with the Schenken/Reutemann car. Pescarolo-Larrousse held second place, but before the end of the seventh hour the Ickx/Ferrari had moved into second place and the steadily driven Gulf Mirage now third. Pescarolo-Larrousse Matra lost almost two laps in the pits having a problem gearbox sorted out, and was now down to fourth. The Merzario/Pace Ferrari and the Beltoise/Cavert Matra continually picked up places after their long stops, Cavert getting a new record before midnight at 3 m 39.6 s.

With the leading Ferrari two laps clear of the Matra and Ickx one lap ahead it looked as though we were in for a spell of Ferrari domination, while the Mirage had dropped to fourth place after Schuppan had stopped to have a new ignition spark box fitted. This was to be the least of his worries, however, for at Tertre Rouge shortly after midnight he slid wide into the barrier and the car overturned. Luckily marshals around got him out without any injuries but the leading Gulf car was well and truly out of the race, the second



The Kremer-Schickentanz Porsche heads the Greder Corvette into Arnage.

one some 4 hours in arrears.

Still the lead was very close fought after nine hours, for with Schenken/Reutemann a lap ahead of Ickx/Redman they were in turn only two laps clear of the Pescarolo-Larrousse car. Both the leading Ferraris had given their pit a heart attack when first Schenken and then a few laps later Ickx stopped reporting that the oil pressure light was showing up, but the gauge itself was reading OK and they took no notice of it.

Slowly the Alfa Romeo was climbing higher and higher up the leader board and when the Mirage went up it was placed fourth still only a modest eight laps behind the leader. Beltoise/Cavert were recovering fast from their earlier stop and were already up to fifth just behind the Alfa while sixth was the prototype Porsche from the Merzario/Pace car. After all their earlier problems Merzario/Pace had worked themselves back to fifth place ahead of the Alfa but then lost more time having a faulty clutch changed shortly after midnight.

By midnight the casualty list was high. The 2-litre cars had all fallen by the wayside within a couple of hours of each other, Juncadella stopping at the end of the Mulsanne straight with no drive from the gearbox, while the Maublanc Chevron and the Henry Lola suffered engine failure. The 3-litre Lola of Rouveyran lost over an hour in the pits early on with gearbox trouble, retiring at 8.30 pm. The leading Ford Capri of Fitzpatrick/Giemser which had run like a charm then lost an hour around midnight when broken valve springs had to be replaced. The other remaining Capri was also in trouble a little while later when the fuel tank had to be replaced after the vent bottle had been removed before the filler side and the pressure split the tank. This dropped the second Capri way out of contention, the car finally dropping out around dawn anyway when a valve gave trouble and it would have meant a head rebuild to fix it. The Sigma was another car in the pits more frequently as the race wore on. First it was ignition problems and

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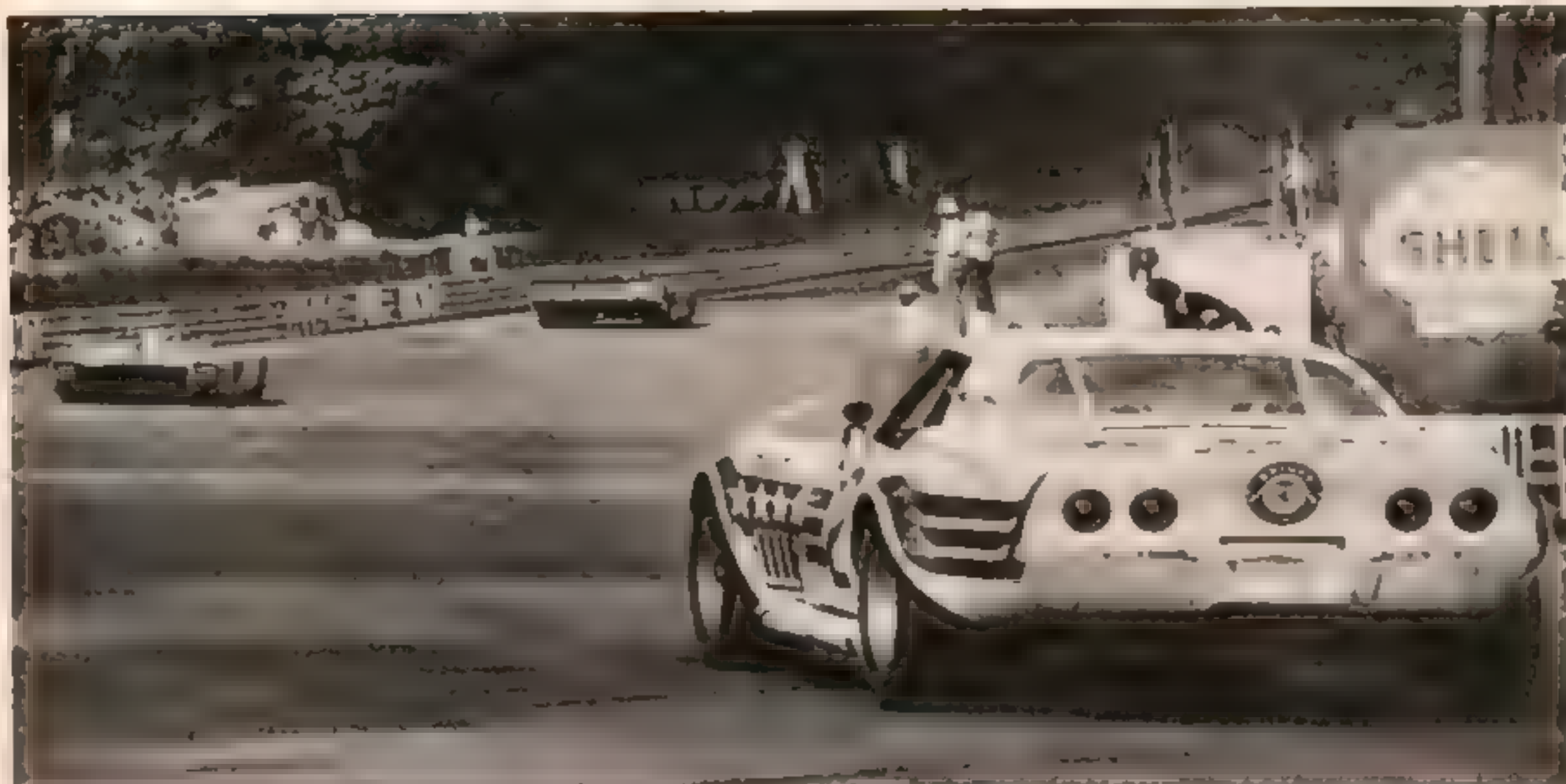
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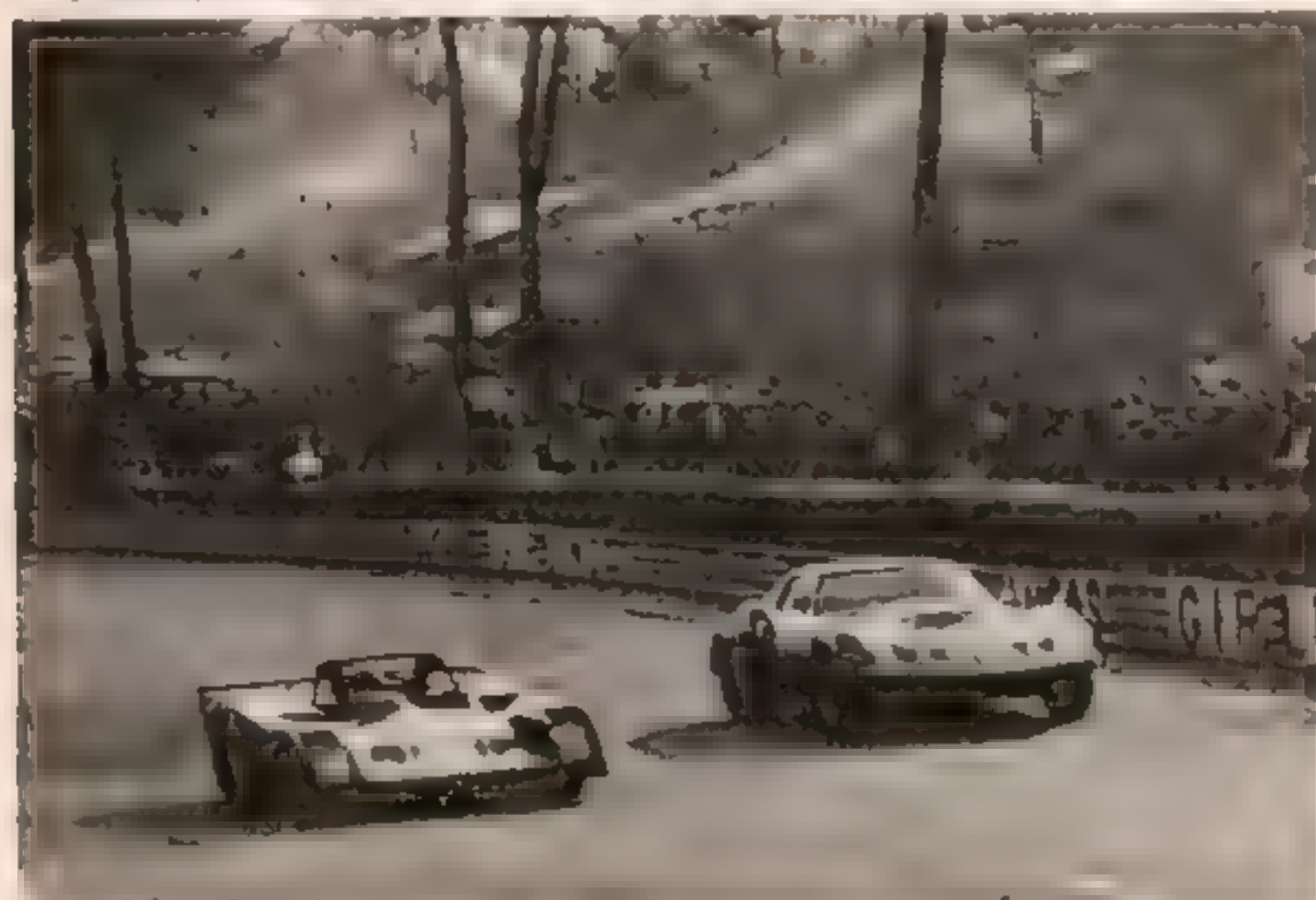
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Leaving the picturesque Fozes, goes the Goodrich Corvette having been lapped by a Ferrari and Matra. Jacky Ickx laps the Aubriet Corvette as they pass the fairground on Saturday evening.



then for a long time with loose axle stubs although the car was finally pushed away in the middle of the night when the clutch went.

The majority of the Daytona and Porsche runners were still going well with no let up between the NART/Pozzi battle, while when these cars made pit stops it was often the Porsches getting to the head of the GT class. The GT Carrera of van Lennep/Muller car was going like a train but the other car was out when it ran out of petrol!

At 2.35 in the morning the leading Ferrari was a surprise retirement. With oil and water temperatures reading normal a rod let go in the chicane before the pits and the car was pushed away almost at once. The Duckhams and Gitanes Lola cars had been frequent visitors to the pits, the former with two broken throttle cables, a wheel bearing damaged, dying electrics and other assorted problems before it finally gave up the struggle

around half distance when the transmission was said to have failed out on the circuit. The Gitanes car also had hub bearing failure, electrical trouble and transmission trouble, stopping soon after midnight for over three hours while just about all the clutch and operating mechanism was changed, but it finally gave up the struggle like the Duckhams.

Still with half distance yet to be reached the Matra camp suffered another blow when they lost Beltoise for the second time when a tyre threw its thread and broke the suspension, this time the rear left, but after it had hit the guard rail. At half distance Ickx/Redman were still only two laps ahead of the Pescarolo/Larrousse Matra, while the old Alfa of Facetti was still running like clockwork and was in third place now eight laps in arrears of the Matra. Pace Merzario made a long stop to change the clutch and another when the brake

pads were welded to the disc, but still worked up to fourth place, again another two laps behind. The Jabouille/Jausaud Matra was now running quite well after its long stop and by half-distance it was up to 17th despite another 10 m stop to sort out lighting problems.

The Carrera prototype of van Lennep/Muller was running like a train and had now established itself in a firm place, behind the 3-litre Ferrari and gradually pulling clear away of GT cars. In the GT class, the Minter/Posey Ferrari was back on top before half-distance, the Elford/Baillet-Lema Daytona having lost its class lead and 10 m while brake pads were changed shortly after 1 am. That gave the Porsche Carreras of Gregg and Keller their chance to establish the class until the NART Ferrari caught up, and then after half-distance Gregg's car lost quite some time in the pits with a punctured front tyre, minor front suspension repairs and problems with the left front brakes were being sorted. The other Porsche was still going great guns, with Keller/Schickentanz staying with the leading Daytona until 6.35 am when it spent 15 min in the pits while the brake pads were changed. Three Carreras had retired, those of Plot (broken gearbox), Bayard (piston) and Zink (accident) and gearbox failure put an end to the Geurie Daytona.

With the Ford Capri of Glemser/Fitzpatrick delayed so much, the BMW of Quester/Hexemans had a secure hold on the G2 category, but all that was left at before 6 am when a brake caliper needed changing and as the piston had stuck, it cost the BMW enough time to drop three laps behind the Capri and lost them the Index of performance. The Stuck/Amon car was going extremely well. After the Vlatier/Koenig Capri retired, it was time for the second BMW to go out as well, Stuck retiring the damaged BMW at the pits when he went into the sand at Indianapolis trying to avoid a spinning Ferrari Daytona. After many stops before hand the remaining works Ligier arrived with a left rear tyre punctured which was changed but the car blew up later.

Around 8 am the Gulf Mirage effort came to a not altogether unexpected stop when Ganley stopped out on the circuit with a broken engine after it had been pouring out smoke a few laps before. But there were worried looks in the Ferrari camp as the

clouds which brought light rain on the far side of the circuit blew away to give a sunny day. The leading Ferrari's engine note sounded flat and it sounded worse and worse as the morning wore on. Meanwhile the trusty Alfa, that looked as though it might even win the race at one stage, stopped at the pits for 1 hour 20 minutes to have its gearbox rebuilt, before stopping again to change the clutch and then suffer fuel pump trouble.

But all eyes were on the Ferrari and after Redman took over for his routine stop, the sad sight of it returning to the pits came at 8 minutes after 9 am. A broken exhaust pipe had to be changed and at the same time the rear tail section was replaced after a hinge had broken on the other. Great cheers went up as the Matra took the lead for the first time since before midnight. The cheers had hardly died before the Matra was in the pits the same lap however. Pescarolo had run out of rear brakes when the pipe on the caliper had broken and leaked out all the fluid. The Matra was off again a few minutes later, just ahead of the Ferrari still to the delight of the crowd, while Redman got it very sideways exiting the chicane in a bid to close the gap.

Redman circulated around 16 s behind the leading Matra, but when Ickx took over he was only out for a few laps before making an unscheduled stop to report a fuel leak, the same as Pace's split tank the day before. Ickx did not get going again until 25 minutes later and it looked as though Matra were going to be able to cruise the rest of the way home, albeit for another four and a half hours.

Such is the magic of long distance sports car racing for once again the tables turned in Ferrari's favour, for when the Matra stopped to make its routine stop it did not leave the pits until 20 minutes later. A jammed starter motor was the problem and this put Ferrari right back in the game.

More retirements came in the GT class on Sunday morning. Just when Veiga was about to take over from di Palma, the car stopped out on the circuit at 8.15 when holding fourth place in the class, probably having run out of petrol. Then Ballot-Lena's car

lost ground on the Minter/Posey leading GT car when an unscheduled stop for brake pads cost them 3 m, but they had it all their own way shortly after 11 am anyway. Then the Daytona with Minter at the wheel appeared past the pits dispensing hordes of smoke and the next lap it was in the pits where it retired with a suspected broken piston which was pumping oil out of the plug hole. Before 9 am the Migault Daytona had been badly delayed with fuel gushing from the tank which had been weakened when a tyre blew and chewed the right hand corner. The Grossman Daytona retired at 8 am on Sunday at Tetre Rouge with a blown engine. The JCB Daytona was lying third in class despite hitting the armco, when trouble struck that at 8.25 am Corner brought it into the pits with seized transmission which caused the marshal to quickly douse out a small fire. The Porsche opposition gradually fizzled out as well, the Kremer car making a long stop in the early hours of the morning when he made a long stop to repair a broken exhaust pipe and jammed front brake caliper, while the Gregg car was having front brake problems which caused it to have many stops and then the engine went off and Gregg toured round slowly for the rest of the race. With Posey/Minter out of the running, Elford and Ballot-Lena had the GT class wrapped up, with the second Ferrari car of Serpaggi/Delhem picking up to second with all the other retirements.

In the Group 2 class, the lone Capri with which Fitzpatrick and Glemser had put in a stirring struggle to lead the Group 2 class on Sunday morning, finally dropped out at 10.40 am with a broken con-rod, which handed the class to the BMW of Quastner/Hezemans, who could afford to relax seeing they were the only Group 2 contenders left.

Another brief stop by the leading Matra at mid-day put the Ferrari even closer, all ideas of making the car last going by the board for it was obviously going to be a race to the bitter end. With two hours to go the Matra was just over a lap ahead of the Ferrari. The second Ferrari had been running well since dawn and with Pace doing most of the driving had closed to within four laps of the number one car. The Martini

Carrera was still running trouble free in fourth place a further 16 laps down but with no room to let up for the Jabouille/Jausaud Matra was quickly hauling them in. Jabouille had already got ahead once but a 20 minute stop on the circuit before mid-day dropped him behind again. The trouble then was a packed-up coil which cut the engine dead on the circuit, but a spare fitted to the car got it back to the pits. The Chenaviera/Fernandez Porsche 908/3 had been running very steadily throughout the night and after a long stop very early on in the race because of battery and fuel injection problems, he worked his way up to sixth.

With less than 90 minutes to go the leading Matra was lapping in very quick 3 m 48.0 s, and then it was all over. At 2.28 pm Ickx brought the Ferrari into the pits very slowly, where the mechanics took a brief look under the back then immediately pushed the car away with a broken engine. Like a brave fighter that had fought well the packed stands in front of the pits gave the Ferrari mechanics a standing ovation as they wheeled the car down the pits road. When the winning Matra crossed the lines, not even the police could control the crowds, with the sole Ferrari taking second.

Elford and Ballot-Lena took the GT class as expected, but the Kremer Porsche was only 10 km behind at the finish, having passed the Serpaggi Daytona near the end. Loos/Bath (Carrera) were well up despite electrical trouble during the night and the Grader Corvette went steadily in fifth in class. The Andruet/Bond Daytona spent ages in the pits with fuel pump problems.

Le Mans 24 Hours June 9/10
World Sports Car Championship, round 6
1. Henri Pescarolo/Gerard Larrousse (3.0 Matra Simca M3470B) 355 laps 4853.845 km 125.55 mph record
2. A. J. J. Elford/Claude Ballot-Lena (4.4 Ferrari 312P) 349 laps
3. Jean Pierre Jausaud/Jean Pierre Jabouille (3.0 Ferrari 312P) 344 laps
4. Hubert Mulazzani/Guy Van Lennep (3.0 Porsche Carrera) 340 laps
5. Bernard Chenaviera/Juan Fernandez/Franco Torredemer (3.0 Porsche 908/3) 338 laps
6. V. E. Elford/Claude Ballot-Lena (4.4 Ferrari 365 GTB 4) 336 laps
7. Guillermo Ortegar/F. Morea (3.0 Porsche 908/3) 334 laps
8. Paul Koller/Schickmann/Erwin Kremer (2.6 Porsche Carrera) 324 laps
9. Alan Smith/Joe Dyer (4.4 Ford GT40) 323 laps
10. George Loo/Jürgen Barth (2.6 Porsche Carrera) 315 laps
11. Francis Grevier (3.0 Matra Simca M3470B) 314 laps
12. Class winners: Pescarolo/Larrousse, Elford/Ballot-Lena and Teino Hezemans/Dierik Quastner (3.3 BMW CSL)

OVERALL POSITIONS HOUR BY HOUR

No	Driver	Car	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
G3																										
2	Dubois/Beckers	Chevron B21	90	32	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
3	Fernandez/Chenaviera/Torredemer	Porsche 908/3	11	13	11	11	10	9	8	8	8	17	17	16	14	14	12	10	9	7	4	4	4	4	3	3
4	Ortega/Morea	Porsche 908/2	26	29	20	14	13	12	15	15	14	11	10	10	10	10	10	10	10	9	8	8	8	7	7	7
5	Croft de Cadogan	Duchessa	32	33	32	49	48	47	44	44	44	40	37	37	36	35	34	33	32	30	27	26	26	26	26	26
7	Lafosse/Wal de Pierlandt	Lotus T282	49	51	13	9	36	41	44	42	41	37	36	36	35	34	33	32	31	29	26	26	26	26	26	26
6	W. G. W. W.	Matra M6	7	8	47	50	49	48	47	45	43	38	37	35	34	33	32	31	29	26	26	26	26	26	26	26
9	Mc Wood/Watson	Mirage M6	10	9	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
10	Beltole/Cervat	Matra M70B	2	3	1	4	3	11	7	7	5	3	3	3	2	2	2	2	2	1	1	1	1	1	1	1
11	Pescarolo/Larrousse	Matra M70B	3	5	4	4	5	2	4	3	3	3	3	3	2	2	2	2	2	1	1	1	1	1	1	1
12	Jabouille/Jausaud	Matra M70B	5	6	4	31	24	13	13	21	24	23	21	17	11	8	4	4	4	4	4	4	4	4	4	4
14	Dupont/Walsh	Matra M70B	6	4	3	3	4	7	33	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
15	Redman/Cox	Ferrari 312P	9	7	5	5	4	3	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
16	Martini/Pace	Ferrari 312P	1	1	14	8	7	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
17	Reutemann/Schickman	Ferrari 312P	4	5	2	2	7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
18	De la Torre/Laurent/Marcha	Ligier JS2	48	44	44	45	44	43	40	39	38	35	33	33	31	30	29	28	28	25	24	23	21	21	20	19
19	Pen. Couderc	Ligier JS2	18	43	31	40	47	46	43	41	39	36	34	34	32	32	30	29	28	25	24	23	21	21	20	19
21	Maulon/Mouton	Chevron B21	12	13	10	15	15	18	24	34	34	32	31	31	31	31	31	31	31	31	31	31	31	31	31	31
22	Yoon/Roulet	Porsche 908	37	34	32	32	32	29	26	24	22	21	22	27	26	26	26	26	26	26	26	26	26	26	26	26
23	Blanchet/Dumont	Chevron B21	44	42	39	37	37	34	32	32	29	29	31	28	25	25	25	25	24	24	23	22	21	21	20	19
24	Hubert/Fishel/Da. Be	Sigma MC73	36	40	45	43	41	39	42	42	42	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39
26	Thurman/Fishel/Da. Be	Chevron B21	15	14	12	44	43	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41
27	Juncade/Bagrion	Lotus T280	11	10	29	23	29	44	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
28	Henry/Stader	Lotus T280	11	10	29	23	29	44	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
46	Mulazzani/Lennep	Porsche Carrera	13	11	9	10	9	8	9	8	6	7	7	5	5	5	5	5	4	4	4	4	4	4	4	4
47	Just-Held	Porsche Carrera	45	36	30	26	28	42	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41
52	W. G. W. W.	Porsche 908/2	32	40	42	38	42	38	39	37	34	38	38	35	24	24	24	24	23	22	23	24	27	27	27	27
60	Pace/Facelli/Zecchi	Alfa Romeo 33/3/TT	8	10	7	7	6	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
61	Roussy/Chapman	Lotus T280	34	31	49	47	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
62	Ligier/Laffite	Ligier JS2	14	30	30	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31
G4																										
6	Minter/Posey	Ferrari Daytona	39	35	27	33	12	17	16	13	12	10	9	8	6	4	4	4	4	4	4	4	4	4	4	4
29	Greenwood/Johnson	Chevrolet Corvette	39	35	27	33	12	17	16	13	12	10	9	8	6	4	4	4	4	4	4	4	4	4	4	4
30	Grada/Beaumont	Chevrolet Corvette	39	35	27	33	12	17	16	13	12	10	9	8	6	4	4	4	4	4	4	4	4	4	4	4
33	Corner/Josh	Ferrari Daytona	39	35	27	33	12	17	16	13	12	10	9	8	6	4	4	4	4	4	4	4	4	4	4	4
34	Andruet/Bond	Ferrari Daytona	21	20	44	42	39	33	28	25	24	22	23	20	20	20	20	20	20	20	20	20	20	20	20	20
36	Guillouy/Edelman	Ferrari Daytona	30	32	33	29	22	26	30	27	26	23	23	20	20	20	20	20	20	20	20	20	20	20	20	20
37	di Palma/Veiga	Ferrari Daytona	19	18	31	34	33	29	25	23	19	18	18	15	14	14	13	12	20	20	20	20	20	20	20	20
38	Migault/Chen	Ferrari Daytona	17	25	23	19	16	16	21	31	32	27	27	24	23	22	23	22	27	20	20	16	15	14	13	13
39	Ballot-Lena/Elford	Ferrari Daytona	20	21	19	17	17	12	11	10	9	12	11	9	8	8	8	8	8	8	8	8	8	8	8	8
40	Serpaggi/Delhem	Ferrari Daytona	30	27	25	22	23	21	20	17	14	14	14	12	13	13	12	11	11	10	9	8	8	8	8	8
41	Sez/Vetkin	Porsche Carrera	43	40	36	35	35	30	29	26	25	24	24	21	21	21	21	21	21	21	21	21	21	21	21	21
42	Maurby/Mgmt	Porsche Carrera	41	37	35	35	32	33	27	26	25	25	25	22	22	23	24	23	23	21	21	20	18	17	17	17
43	Z. N. Leubke/Quirk	Porsche Carrera	51	45	41	39	34	34	33	30	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28
44	P. J. Z. Z. Z.	Porsche Carrera	47	38	34	32	31	27	31	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28
45	Kremer/Kramer/Schickman	Porsche Carrera	29	31	31	31	19	20	17	14	13	9	8	7	7	7	14	13	12	11	10	10	10	10	10	10
48	Gregg/Chasse	Porsche Carrera	24	19	15	20	22	14	14	11	10	8	8	8	8	8	15	16	16	14	13	12	14	14	13	14
49	Eggenrud/Cahill	Porsche Carrera	25	16	14	16	14	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
56	Gaur/Grandet	Ferrari Daytona	33	41	40	40	44	45	41	40	37	34	34	34	29	27	28	29	29	29	29	29	29	29	29	29
63	Loos/Bath	Porsche Carrera	33	34	24	23	21	19	15	12	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
64	Aubert/Drelich	Chevrolet Corvette	42	39	38	34	34	31	34	33	33	32	32	31	28	28	27	27	26	23	22	21	20	19	18	18
79	Bayard/Ligonnet	Porsche Carrera	40	47	43	43	40	37	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34
G2																										
50	Amor/Stuck	BMW CSL	44	40	48	46	45	40	38	34	31	24	26	23	27	28	31	31	31	31	31	31	31	31	31	31
51	Quastner/Hezemans	BMW CSL	27	22	22	18	16	13	12	14	10	15	15	13	15	18	18	18	18	18	18	18	18	18	18	18
53	Ko. n. G. V. n. a. t. a. F. B. i. r. r. e. l. l.	Ford Capri	33	33	28	27	25	25	22	20	23	21	29	24	26	26	26	26	26	26	26	26	26	26	26	26
54	B. r. r. e. / M. e. y. e. r.	Ford Capri	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41
55	G. e. m. s. e. r. / F. i. s. p. a. r. i. c. k.	Ford Capri	22	17	14	13	11	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
58	Bruni/Kocher	BMW CSL	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41

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1969



1971



1973

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Purely personal



"Proof that the G3 regs must be wrong shows when one realises that neither Lotus 7 nor Morgan Plus 4 is eligible"

By BOB CONSTANDUROS

A newcomer to any sport has difficulty in following it, and the prospect of lots of identical cars chasing round a circuit with seemingly identical drivers must seem confusing to the newcomers to ours. The fact that you and I know Joe Bloggs should easily blow off Fred Nerk may be apparent to us, but not to the newcomer.

At Snetterton the other week, we were all back to that newcomer stage when a whole lot of drivers descended on us in the person of the Formula Renault contenders, and we had no idea who should beat whom, and who were the aces and who the also-rans. That was until the numbering system came to be explained. It was all very simple. Number one was the championship leader, number 2 second and so on. What happens when someone has scored no points at all, as in 90 per cent of all championship events, you may ask? Well, that's also simple. The places in which they have finished are added together and they provide the second half of the numbering after the point scorers have been dealt with. If you, as an organiser, have got the top 20 in a championship round, you should be pretty happy, and it should not go against your confidence, if the local wide boy claims his entry was in before the championship leader, to have much pleasure in naming him first reserve. The champion's entry, however late, is the most important.

I don't claim that this system is without problems. What happens to the hundreds of classes in some championships? How can you depend on championship leader Nerk to drive from Bath to Cadwell in the pouring rain when his wife's ill, and be sure of his taking up his entry, justifying an organiser seeding him number one?

There is a way of getting rid of many of these doubts in this system, and that is by

Prodsport grid fillers include G1 saloons below and .



special saloons leading the de Tomaso and Porsche Carrera.

having a representative of each championship at each meeting. This will ensure entries are or aren't kept, and perhaps clubs could organise entry refunds for those cancelling at the previous meeting. This would ensure more accurate previews from the likes of this staff, more accurate programmes, and ultimately more satisfied customers, who know what they are coming to see, instead of hoping. It will lead to a better informed press, public, and spectator. When they get to the track, they know who is the hot shot, how he is doing, and the fact that number 43 is third is quite a turn up for the books. Furthermore, the event sponsor would have a voice to the press and commentator, and might then be able to promote his championship as it should be promoted.

Small manufacturers' prodsport class?

Now that all the fuss has died down, perhaps we should reflect on all that "500 models a year" nonsense. I am, of course, referring to the Clan affair which excluded them from entering the field of prodsports. If you have ever seen a "field" of prodsports, you will realise that this class of racing needs all the entries it can get at the moment, for while the idea may be good, the entries are not. How is it, then, that in two short, and some-

times fraught, years G1 has risen to the heady heights of RAC saloon car championship, while G3 occasionally needs other racing classes to bolster the field to respectable numbers? For once, it appears, both STP, the championship sponsors, and MCD, the promoters, have bungled. Why?

A brief resumé of one or two of the class entries gives some indication of the formula doldrums. Take the smallest class for instance. A host of Spridgets with the very occasional, and usually outclassed, Honda S800. The impression given by that sort of field is that there are no other worthwhile sports cars for the money available in Britain from established manufacturers. We'll come back to that point later.

In the biggest class, we have a Porsche running away with every race, although now fairly hotly pursued by Chris Meek's de Tomaso Pantera. There's every good reason why MTC should enter their product for if a spectator has the sort of money to buy either a Porsche or a de Tomaso, here is the ideal way of comparing the two. Fine, but what happened to Ferrari and some of the other luxury class offerings which we were promised by the promoters. Equally, in the two middle classes, there's a smattering of Loti, an all conquering TR6 and a few MGBs. Notably missing from the lower classes are any evidence of foreign cars, which is where G1 gains so much excitement, and so something must be done to get a full grid.

However, most important of all these points is that in this country, we are very fortunate in having a host of small sports car manufacturers. These include Davrian, Clan, Ginetta, Mini-Jem, Dorton, TVR and Trident, and to my mind, it is these names that we should be promoting, and not the mass produced products of Longbridge and Coventry which have had it so easy for so long. Furthermore, if the big manufacturers were given a good run for their money, they may think about improving their product in some way, so that they weren't given this thrashing, which I personally would expect in two or three of the classes. Group 1 is a showcase for makes; why shouldn't the lower classes of Group 3 be likewise?

However, proof, as far as I am concerned, that the G3 regs must be wrong, shows when one realises that neither Lotus 7 nor Morgan Plus 4 is eligible for this class of racing, neither model being produced in sufficient numbers, despite the fact that they've been in production for 10 years. Barring such cars from a class of racing which so desperately needs entries seems fairly stupid, and my solution to the current situation, would be to allow in the smaller manufacturers, even if only in separate classes. At least this would increase the numbers, possibly "improve the breed" as our forefathers referred to it, and at least save prodsports from going the F100 way.



The engine is probably the smoothest, quietest, and most flexible V8 yet made

Bora—beautiful and useful

For the man who wants the last word in sports cars, a mid-engined machine is essential. Racing single-seaters are built to this configuration and so the mid-engined car must be right! Most of the existing road cars with central power units have fairly serious practical disadvantages, but the demand is insistent. It is thus of great interest that the famous Maserati firm, which has tended to be somewhat conservative of recent years, has now placed an advanced mid-engined coupé on the market.

The Bora is propelled by the well-known four-camshaft V8 Maserati engine, of 4.7-litre capacity in this instance. It's about the right size for a V8, very large examples generally being less smooth, and with four overhead-camshafts the Maserati unit peaks at 6000 rpm, developing the splendid output of 310 bhp. It actuates the big ZF 6-speed gearbox and limited-slip differential through a Borg and Beck 10½ in clutch.

The combined steel body and chassis is suspended on wishbones at both ends, with coil springs and anti-roll torsion bars. The

brakes all have ventilated discs and the operation is by the Citroën high-pressure hydraulic system. This also moves the complete pedal assembly fore and aft and raises or lowers the driver's seat which, in conjunction with a steering wheel adjustable in both directions, ensures a perfect driving position for all but the tallest drivers. The retractable headlamps are also raised by the hydraulic pressure system, but the engine-driven pump is not used to operate self-levelling suspension, as on the Citroën. This is perhaps because the minute ground clearance makes hard springing essential.

The body is one of Giorgio Giugiaro's most spectacular efforts and he has actually managed to include a front luggage boot of useful size; the spare wheel is on top of the transmission where it is well out of the way. This body is about the ultimate in luxury two-seaters but the three-quarter rear visibility might be better and the almost flat rear window must be kept very clean, while the whole rear "glasshouse" sometimes mists up and can only be cleaned by opening the

bonnet. The engine is reasonably accessible when a second cover has been removed but, in a car of this calibre, a better under-bonnet view and a show-finished power unit would appeal to the more discerning buyer.

The Maserati is extremely low-built but the wide doors give surprisingly easy access to the seats. The engine is probably the smoothest, quietest, and most flexible V8 yet made, exceeding even the best Americans and the Rolls-Royce in these respects. Only the subdued burble of the exhausts hints that this is an engine of Grand Prix ancestry, though the way it spins straight up to 6000 rpm without a tremor might also provide a clue, the sound insulation is remarkable, apart from occasional tyre rumble.

The car is claimed to be capable of 175 mph but this would entail excessive over-revving on fifth gear. Actually, the gearing is spot-on and one can just about reach peak revs on a very long straight but excessive revs cannot be attained, even under the most favourable conditions. As this is equivalent to 168 mph, the Bora is fast enough for most people.

Though 140 mph is an incredibly easy cruising speed, things get a bit more hectic above 150 mph. The machine tends to be deflected by gusts of wind and though the steering is quick enough to cope, one must guard against the danger of over-correction. Probably some sort of spoiler would be advisable if such velocities were habitual. What is so impressive is the way the car can be felt to accelerate in fifth gear after one has changed up from fourth at over 140 mph.

The steering is wonderfully responsive and very light at speed. Even during town driving it never becomes heavy, in spite of the huge tyres and the considerable weight of the car, but there is no power assistance. The Bora is very compact and it has a light alloy engine, so quite why it is so heavy it is difficult to say, though it feels immensely strong and tough. Nevertheless, the cornering power is phenomenal and this is one mid-engined car in which the theoretical advantages are realised. There is no skidding or screaming of tyres and the machine simply rushes round corners with all the treads glued to the road. As the suspension is rather hard, the car may be put slightly off its line by a series of bad bumps.

The brakes feel just like those of a big Citroën, though there is an orthodox pedal instead of a button, and the braking power is immense, with never a sign of fading. On the other hand, the parking brake is feeble to the point of illegality and should be re-designed forthwith. The ride is somewhat hard and the travel of the suspension is short but it does not seem to hit the bump-stops, even on ill-

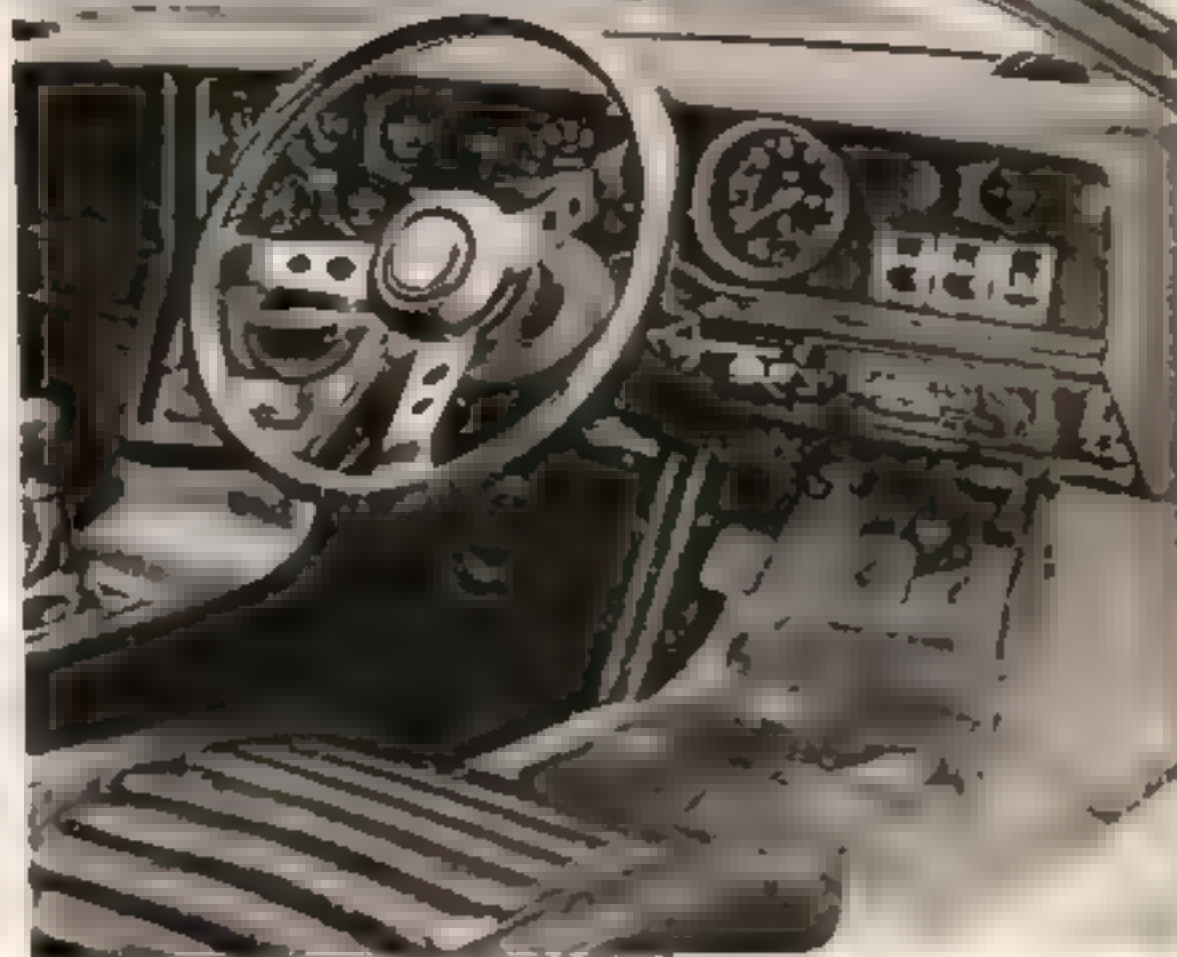
The body is one of Giorgio Giugiaro's most spectacular efforts and he has actually managed to include a front luggage boot



Road test



The engine is reasonably accessible when a second cover has been removed.



Driving position is perfect for all but the tallest drivers.

made country roads taken at speed

It pays to get to know the gearchange, especially as the gate is unusual with first off to the left, against a spring, second and third in the middle with no bias, and fourth and fifth out to the right, again opposing spring pressure. Actually, much driving is done in England using second and third gears only, so this arrangement is quite logical. From walking pace to over 110 mph these two gears suffice, with fierce acceleration always on tap. The gearchange is as quick as the hand can move and quite light if engine speeds are correctly judged. The ham-fisted driver may feel some baulking of the synchromesh but one assumes that a pilot worthy of such a car will heel-and-toe as a matter of course, especially as the pedals are conveniently placed for it. Similarly, the clutch pedal needs fairly firm pressure, but its angle is so well calculated that this is soon forgotten. The gear ratios are ideal, suiting the engine admirably, and have much to do with the very special character that the Bora has.

This Maserati is much, much more than a millionaire's toy and I would be delighted to use it, year in year out, as my sole means of transport. I must admit, however, that I did not drive very fast in the dark, the retractable headlamps lacking ultimate range while the angle of the screen seems to affect night vision. Personally, I would like to see still

more Citroën know-how used, by adopting those marvellous lights that turn with the steering. Other points of criticism are the fuel consumption—this is comparable with the thirst of other ultra-high performance monsters, unfortunately—and the ventilation, which cannot supply cool breathing air while the heater is warming the feet. In spite of the refrigerated air conditioning, the whole system is a bit of an afterthought, it would appear.

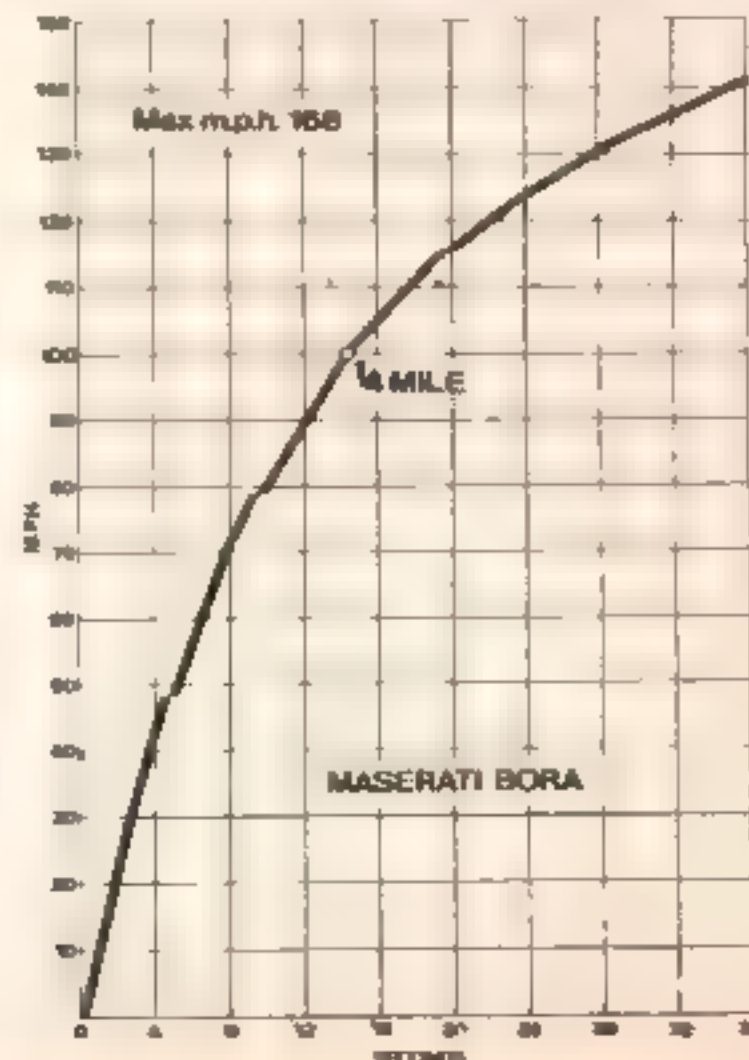
Perhaps a two-seater that uses twice as much petrol as a five-seater saloon is not the most logical form of transport, but you can be too sensible, can't you? The sheer joy of putting 310 bhp into the road without wasting any of it, of flicking the car through curves at three-figure speeds with that sensitive little steering wheel playing in the hands, of feeling the torque of that silky-smooth engine from 1000 to 6000 rpm—all these are things which the average driver will never experience but they are what real motoring is all about.

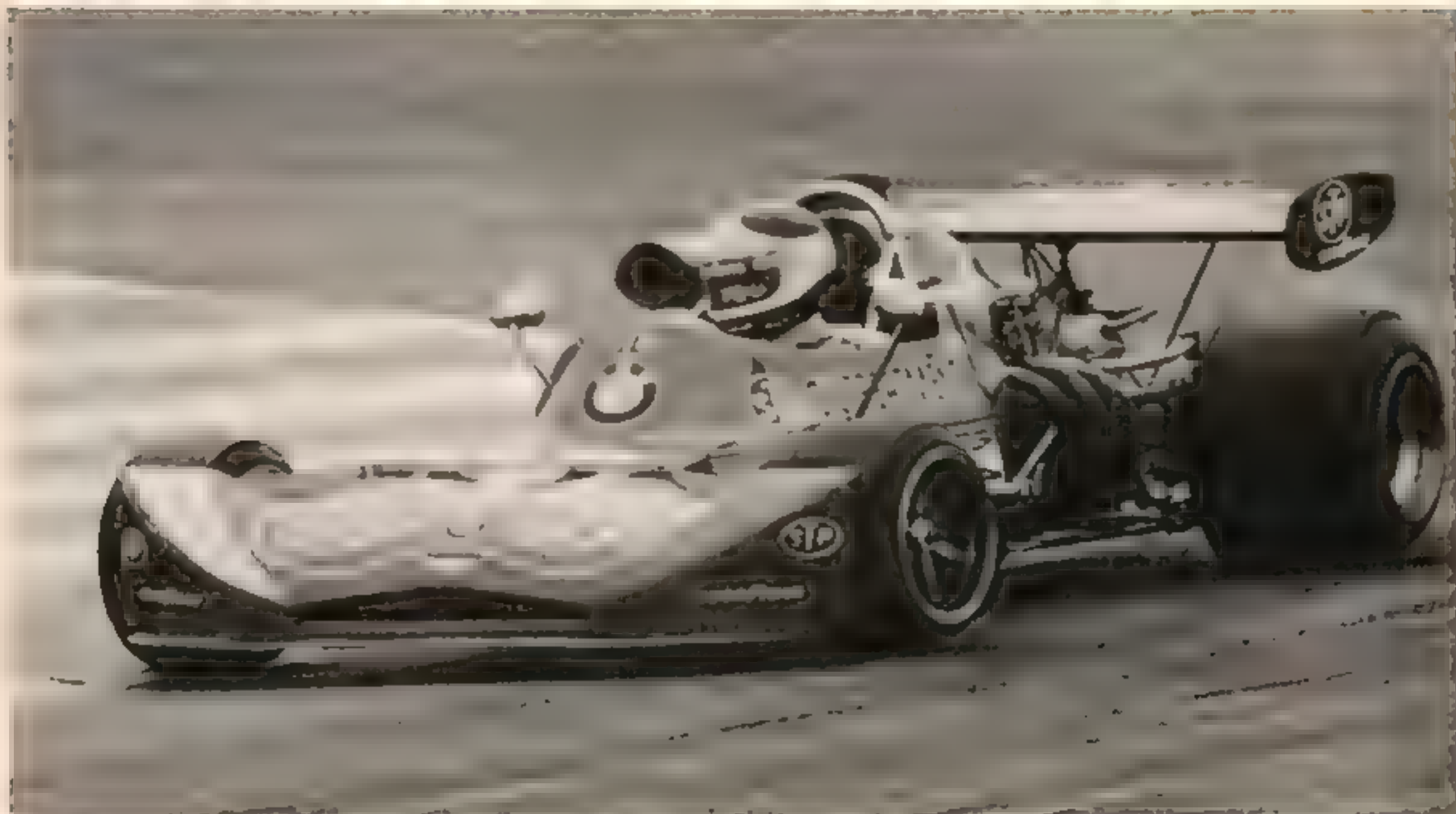
The Maserati Bora has its imperfections but they are the faults of genius. Already, it shows us that the mid-engined sports car could become the ideal businessman's express, instead of a mere playboy's tart-trap. With a bit of attention to the night vision problem and a better view astern, the Bora could be one of the world's truly great cars; it is already one of the most beautiful.

The steering is wonderfully responsive and very light at speed



SPECIFICATION AND PERFORMANCE DATA
 Car tested: Maserati Bora two-seater mid-engined coupé
 Price: £19,811.5 plus £200 for air conditioning, including a tax and V.A.T.
 Engine: V8 93.9 mm x 80 mm (4719 cc) compression 10.5:1
 310 bhp at 5500 rpm, 210 mph top speed, 4.7 sec 0-100
 driven overhead camshafts, four valves per cylinder, double
 carburettors, with contact ignition
 Transmission: 5 1/2 speed, close ratio, five-speed, 4.1
 to 1st, mesh gearbox with central remote control, ratios
 0.4:0.85, 1st 1.51 and 2.58 to 1, spiral bevel final
 drive ratio 1.77 to 1
 Chassis: Combined steel body and chassis with separate
 subframes front and rear, independent suspension of
 all four wheels by wishbones, coil springs and coil-over
 dampers, and anti-dive bars, rack and pinion steering
 with hydraulic damper, vented disc brakes, a round
 with high pressure hydraulic master cylinder, four
 175 wheels, Pirelli 2.5:1 V.R. 15, 160, 180, 200
 Equipment: 12 volt lighting and wiring, speedometer,
 rev counter, oil pressure, a temperature gauge, lamp
 failure and fuel gauges, voltmeter, a heater, de-
 frosting and ventilation system with heated rear window
 defroster, a radio, a clock, a door lock, a door lock
 and a door lock, a door lock, a door lock, a door lock
 Dimensions: Wheelbase 8 ft 6 in, 7 ft 6 in, 7 ft 6 in
 4 ft 9 in, 4 ft 9 in, 4 ft 9 in, 4 ft 9 in, 4 ft 9 in
 4 ft 9 in, 4 ft 9 in, 4 ft 9 in, 4 ft 9 in, 4 ft 9 in
 Performance: Max. min. speed 160 mph, 100 mph
 0-100 4.7 sec, 0-100 4.7 sec, 0-100 4.7 sec, 0-100 4.7 sec
 0-100 4.7 sec, 0-100 4.7 sec, 0-100 4.7 sec, 0-100 4.7 sec
 0-100 4.7 sec, 0-100 4.7 sec, 0-100 4.7 sec, 0-100 4.7 sec
 Fuel consumption: 10 to 12 mpg





Jean-Pierre Jarier on his way to yet another nine points in the F2 championship in the STP March-BMW

NIVELLES F2

Jarier and March again

By IAN PHILLIPS

Photos by PHIPPS PHOTOGRAPHIC

Nivelles belonged to Jean-Pierre Jarier and the STP March-BMW last weekend. In the seventh round of the European Championship his winning of the F2 championship race was inevitable from the start of unofficial practice. He had two cars to choose from in practice and put them both on pole position; after a fumbled start in the first heat he took over the lead from Jochen Mass' Matchbox/Fina Surtees after seven laps and for the remainder of the meeting never looked like being beaten. He took maximum championship points for the fourth time in six starts and there is seemingly very little chance of anyone overhauling him in the championship now. Mass took second overall after putting in a superbly determined drive in both heats hampered in the first heat by tyres and then overheating in the second, which made the margin bigger than it deserved to be. In a weekend when the BMW engines really came into their own to a rather monotonous degree the Brian Hart BDAs in Mass' Surtees and Andrea de Adamich's Brabham were the only Ford based engines which could get anywhere near matching the German engines. Third place overall went to Vittorio Brambilla's March BMW while the similar cars of Mike Beuttler and Colin Vandervell took fourth and fifth with Dave Morgan's Chevron-Wood B25 taking sixth.

The Lotus 74 Texaco Stars finally made their debut but were plagued with engine unreliability. Ronnie Peterson qualified fourth quickest, a second slower than Jarier, and Emerson Fittipaldi eighth and in the race both cars reached fourth place before retiring with engine problems. However for the first ever running the cars are obviously not far off the mark and can be expected to be fully competitive after some development work.

ENTRY & PRACTICE

This year's ludicrous F2 calendar containing 23 events means that inevitably some championship races clash with other major attractions. The basic championship round at the Belgian Nivelles circuit was unfortunately scheduled for the same weekend as Le Mans. The French classic took away a large number of F2 regulars including the whole of the usual Rondel line-up and both the regular Elf-Coombs drivers. Of these men Patrick Depailler and Bob Wollek are lying second and third in the championship respectively and missing the race could harm their already slim chances of catching Jean-Pierre Jarier. Wollek in fact was present for unofficial practice on Friday and came to an agreement with the organisers that he could start from the back of the grid if his Matra failed at Le Mans early on.

The new Belgian circuit was playing host to

the F2 circus for the first time in its short history and following two days of unofficial practice only 26 cars were fit to take part in the two qualifying sessions of Saturday.

Those that fell foul of the free for all sessions were the Pierre Roberts GRDs of Sten Gunnarsson and Rolf Skofthag, the latter having done a deal with Picko Troberg to drive one of the cars in Reine Wisell's absence. Following the race at Kinnelulle the cars had been kept in Sweden for prolonged testing at Mantorp Park. The Racing Services engines were then rebuilt in Sweden prior to Nivelles and unfortunately they managed to blow them all up before any official times were taken.

Roger Williamson demolished his spare car on the Friday also having a monumental accident at the hairpin when the brakes failed at the end of over a quarter of a mile's flat-out driving. The Aeroquip hoses to the rear brakes split as he applied the pressure and the fluid just shot out. With the fronts locked

on Williamson tried to get round the corner but the car went straight on at full tilt through three lots of safety fences and then through the spectator fence before coming to a halt a few yards short of a great concrete post. Roger was lucky to escape with a bruised ankle and a cut nose which required stitching after the wire had ripped off his visor and caught him just on the bridge of the nose. The car took the impact extremely well but was damaged badly at the front so he was left with his race car only for the weekend.

Saturday like the previous two days was warm and sunny and some really quick times were expected. Following his unofficial times the day before nobody was surprised to find Jean-Pierre Jarier on pole position. His Saturday best was 1 m 14.12 s which only upset the Frenchman as he had done a 13.6 s the day before. (This equals the best March F1 time at the circuit a year ago). He put the "slowness" down to oil on the circuit following a SuperVee session. To play safe he also took the spare car out in the morning (Beltoise's chassis) and did 1 m 14.32 s which just happened to be second quickest of the day. As it turned out this was a wise move as in the second session he buzzed the BMW engine of his car over 11,000 rpm which it was thought might have damaged it and with no spare available he had to use Beltoise's car for the race but retained his pole position. Obviously there were mutterings about his car and engine from envious competitors but the secret seemed to be that he was just making the very best use of the braking and roadholding characteristics on the 732. His approach to the hairpin was just unbelievable as he braked at least 10 yards later than anyone else before flinging it round the corner and using all that German torque to get him away quickly. It was a great sight.

Destined to play second fiddle throughout the weekend was Jochen Mass in the Matchbox/Fina Surtees-Hart TSL5. Surtees had been at the track since Wednesday tyre testing with Firestone, producing what Jean Mosler described as "very satisfactory results, which will show at Hockenheim and Rouen." For this weekend though Jochen had to make do with what was already in existence. John Wickham reported that three

different compounds were being tried on Jochen's car with a fourth on the second car. Despite going through left hand front at an incredible rate and over revving his engine once, Mass was happy ("as I always am") with the car. The TS15 was sporting a side mounted oil radiator for the first time while on Friday a repositioned wing and engine cover were tried but without any noticeable improvement. Mass set his time in the afternoon recording a 1 m 14.4 s.

A rather surprising third quickest was Andrea de Adamich using his gaily coloured Fina sponsored Brabham-Hart BT40 for the first time. He was the only other driver to break the 15 s barrier when he went round in 14.78 s in the afternoon. This was a welcome performance from Andrea and from the BT40 which has been so disappointing up until now.

The cars which everyone was really interested in though was the new Lotus Texaco Star. Both cars turned up and it was Ronnie Peterson who was quickest of the two posting a very competitive 15.01 s. Colin Chapman, Peter Warr and engine builder Gianni Pedrazzani were on hand to witness the first ever running of these new cars; the first F2 cars from Lotus since 1970. Not only was the chassis new but the engine was also making its first appearance in F2. Neither of the drivers was too complimentary about the handling of the cars which it was thought was too soft for the rather bumpy circuit. Unfortunately torsion bars cannot be churned out at the drop of a hat and those that were fitted were the only ones available so not much could be done in that department. Pedrazzani's Novamotor developed Lotus 2-litre 907 engine seemed to perform well however all through the range although Emerson Fittipaldi suffered an internal breakage at the end of the first session and Peterson a head gasket failure in the second. Emerson also said that some extra power would be found later on although it was quite satisfactory as it was.

Fifth quickest behind Peterson was Peter Gethin in the lone works Chevron B25. This was his first F2 race since Thruxton and for the first time this year he had a Brian Hart engine behind him. Although he had not completely shaken off the flu which had made him quit the Mid-Ohio F500 race he soon settled into the groove and did a 15.05 s before an Alan Smith mill was re-installed. Just 0.01 s slower was Vittorio Brambilla who continues to show good form in his Beta March-BMW which suffered only slight overheating problems.

Colin Vandervell was on the verge of going home after two unproductive days unofficial testing with his March-BMW. The engine totally refused to rev properly even when geared down. After a big showdown on Friday night the car was stripped and put back together and luckily the problem was found. The coil had been wired incorrectly to the fly-wheel which had restricted the revs. With it all put back together properly Colla wound up seventh fastest with 1 m 15.27 s although he had hoped to break the 15 s barrier. He thought that the wiring problem probably caused the problems he experienced at Hockenheim and Thruxton.

The reigning world champion Emerson Fittipaldi was next up having (like team-mate Peterson) his first F2 race since Brazil last year. His Texaco Star (Lotus type number 74 chassis number 2) got round in 1 m 15.32 s before a piston went in the engine. The sole spare was fitted but not in time for the second session. Mike Beuttler was next up with the Clarke-Guthrie March-BMW prepared by Brian Lewis' outfit. He did 1 m 15.38 s before the head gasket blew which left him in some doubt about the race worthiness of the engine for Sunday. Tino Brambilla had the first Schnitzer prepared BMW engine in his Beta March and did 15.64 s before clouting the Arnco and denting the tub. The hammers were out in double quick time however and it was repaired for the race. He was quite happy with the engine which appeared to be the equal of his works mill. Jacques Coulon is now running on a rent-a-deal with March in F2 backed by Antar but as his car could not be prepared in time he had to use the spare



Early dice in the first heat: Vandervell leads Beuttler, Williamson, Morgan, V. Brambilla and a distant Pryce.

works chassis. In the morning session he did one lap in Bill Gubelmann's car as Jarier did his thing in the works cars. In the afternoon he soon got into the groove with the Beloise chassis and got down to 15.68 s. After Jarier over-revved his race car he took over Coulon's and the Antar man got Jarier's misfiring model.

Hiroshi Kazato, surely the best Japanese driver yet to appear in Europe, was the sole Team Nippon/GRS International runner this time with his GRD-BDG 273 and his 15.91 s was the quickest time of the Griston runners. However for the third time in succession he blotted his copybook by spinning into the barrier causing major dents in the tub. His enthusiastic Japanese mechanics worked very hard and made it immaculate for the race. Wilson Fittipaldi was next in the works Brabham-Wood BDA BT40. He had some trouble with the Goodyear tyres in the first session and then an oil leak from the engine in the second but just broke into the 15 s with a 1 m 15.92 s. Roger Williamson did an identical time with his Wheatcroft GRD-BDG 273. His sore ankle from Friday's excursion made braking a little difficult and for the first time his driving seemed a little subdued. He was also in tyre trouble finding that the left hand fronts were wearing badly and had to change the springs and dampers for the afternoon as the car was too soft. The car incidentally is no longer run by GRD but smartly prepared by the team's own mechanics Rick Olivant (ex-Surtees) and Trevor Foster (ex-Gerard).

Brett Lunger was back in Europe for his first stab at F2 this year with a semi-works Chevron B25 fitted with an old 1850 Hart engine stretched to 1930 cc by Alan Smith. After his dismal showings in F2 last year Brett was anxious to show some of his American F5000 ability in Europe. He had to work hard for his 15.9 s but was over the moon with his car, although was missing out in the bhp department. Just failing to break the 16 s mark was Tom Pryce who was making his F2 debut in the Rondel run ex-Scheckler Motul-BDG M1 sponsored by Chris Meek's Titan Property Group. Pryce acquitted himself well and impressed everyone with his very smooth handling of the car while doing a 16.08 s. He too was happy with the car although thought it lacked a little in the way of active horses.

David Morgan was next up on 16.19 s having missed most of the first session in the Ed Reeves Chevron B25 when the Wood

engine suffered internal indigestion. In the second session he had to run year-old tyres for the most part before he could get some two ply Firestones. There has been much tweaking of his Chevron since Pau but he just did not have time to get it all sorted out properly. John Surtees hired the newest of the Matchbox Fina TS15-Harts to Belgian hill-climber Willy Brailard who it just so happens is a Fina sponsored driver also. He drove sensibly and did a 16.41 s which was quite respectable for a first F2 outing. Silvio Moser turned out in his Marlboro TS10 once more but never looked like setting the world alight on his way to 17.30 s. Bill Gubelmann moved away from the anchor position this weekend in his smart March to do 17.87 s. Brendan McInerney's GRS run GRD-Racing Services had sagging oil pressure so he took it gently although he managed at least half a dozen spins at the hairpin before he stalled it and gave up on 17.96 s. Bob Salisbury came out for his first foreign F2 race in Bob Gerard's Surtees Hart TS15 which had the usual tyre problems while getting to 18.53 s.

One of the biggest surprises in the paddock was the arrival of the first F2 Royale. Ironically long time works Royale driver Tom Pryce was also having his first F2 race but in a different chassis. The Royale was for SuperVee king Manfred Schurti. The car is in fact an interim chassis developed from the Atlantic/F3 which will be superseded in a month by a brand new RP20. It was only finished on Thursday fitted with an RES BDA but the engine and gearbox both gave a great deal of trouble in practice and in just half a dozen laps Schurti got down to 19.15 s. The engine refused to fire at all for the second session and despite changing everything it was not until a complete new spark box was fitted minutes before the start that it went properly. Claude Bourgoigne turned up for his first F2 race of the year at his home circuit. He had last year's GRD 272 sponsored by Marabout, fitted with a brand new Broadspeed 2-litre BDA, but numerous small problems restricted him to only four laps and 19.40 s. Roland Binder turned up yet again with his Brabham BT36-Racing Services but his engines seem to catch misfires like people get a common cold and he popped and banged around in 19.76 s. Another BT36 was handled by British hillclimber Bob Marsland fitted with a Hart BDA. His unfamiliarity with F2 meant he did not know the 110% qualifying rule and his 24.88 s was not good enough to get him on the grid.

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A short session on Sunday morning saw both the Texaco Stars out with Peterson suffering a small water pipe failure. Other cars took advantage of the session which was thought to be exclusive for the Lotus men and after much childish arguing the session was halted. Gethin's fresh Smith engine proved to be troublesome when fired up and so Paul Owens and his men started a demon quick change. They completed it but some swarf in an overtightened metering unit union stranded the car on the track on the warming up lap so Gethin did not start.

Coulon had to move to the back of the grid with Jarier's car as he had not practised it. It still had a mysterious misfire despite the might of BMW checking it thoroughly. Bob Wollek arrived hot foot from Le Mans and also took station at the back.

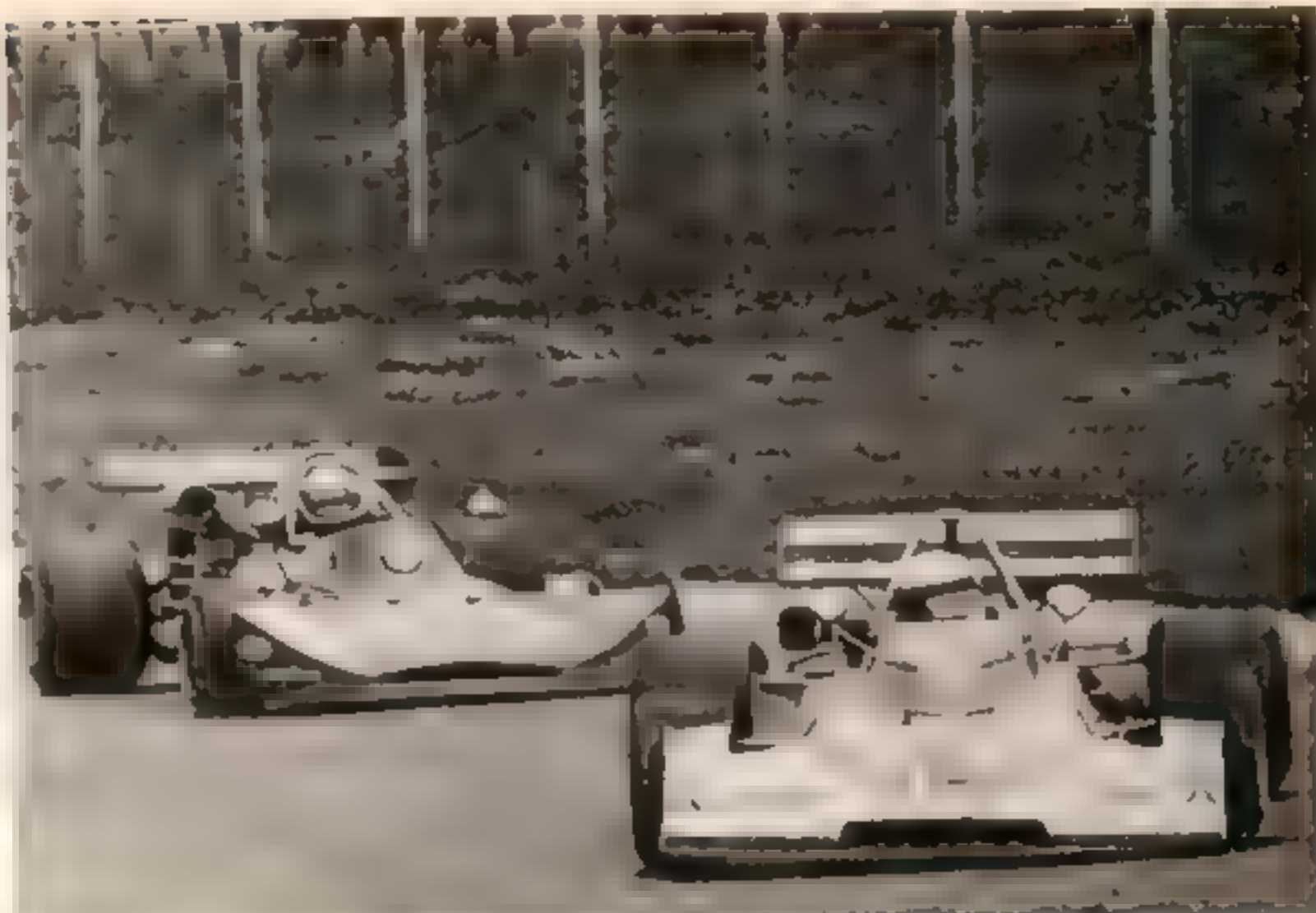
HEAT 1

So 25 cars lined up under cloudy skies for the first of the 28 lap heats. It was Jarier who just had the edge when the flag fell but he fumbled his change up into second and Mass shot through to the lead. At the end of the first lap it was still the Surtees with Jarier close in attendance. Already a short way back was de Adamich with Emerson shooting up to fourth. He had the lucky break at the first corner when F3-type pushing and shoving saw Tino Brambilla shoot over Dave Morgan's front wheel and clout the Arco. Kazato had to go off to avoid while Williamson drove over the inside kerb and grass. The confusion meant that the group behind Emerson were already fairly well behind. Vandervell led this lot with V Brambilla, Peterson, Beuttler, Williamson and Morgan chasing. Moser led the next batch from Brailard, Pryce, Wollek, Schurtl, Coulon, Binder, Langer, W. Fittipaldi, Gubelmann, McInerney, Bourgoignie, Kazato and Salisbury.

On lap two the leading duo detached themselves even farther but if anything Mass was pulling away slightly as Jarier was unable to hold the Hart engine on the straight. By lap five though Jarier was really in the groove and caught right up. For three laps he tailed the Surtees before nipping inside at the hairpin on lap eight as Jochen went wide. The STP March then pulled away rapidly to win by nearly 10 s as Mass had to slow a little when the front tyres started to wear.

Third place was hotly contested for the first half of the race by de Adamich and the Texaco Stars. First Emerson latched on to the Brabham's tail and put the heat on but despite locking brakes he could find no way past the stable and fast BT40. The world champion's race was not destined to last however as he swept through the fast Esses on lap seven oil smoke started to pour from the engine and he drove round to the pits to retire with a blown headgasket. However in this time Peterson had made up ground fast and simply took over Emerson's station on the back of the Brabham's gearbox. For three laps he made de Adamich's life uncomfortable but Ronnie too was to retire. He failed to appear on lap 13 having parked the car out on the track with expensive looking oil all over the engine.

De Adamich was then alone in third and able to breathe for a while, but not too long. Behind him were a trio of BMW engined Marches, a GRD and a Chevron who were all fairly close and motoring rapidly. Vandervell, driving extremely well, headed the group with team-mate Beuttler next pressured by V Brambilla. Williamson was chucking the GRD around in his familiar style and was just holding on while Morgan was about 30 yards back. On lap six Brambilla charged off into the boonies briefly rejoined behind Morgan but then put together a neat drive to work his way back up. On lap 14 he passed Beuttler and the two of them set off after Vandervell who was already catching de Adamich. Williamson dropped back unable to compete with the BMWs on the straights. In turn Morgan too lost ground on the GRD. By lap 20 Brambilla was right with Vandervell, Beuttler dropped back with "a gutless engine." Brambilla took over the fourth on lap 22 and



A very determined Mass holds off Jarier in the first heat.

within two laps was on de Adamich's tail leaving Vandervell a shade. The two Italians ran nose to tail for two laps before Vittorio nipped by on the penultimate tour into third which he held by 0.34 s. Vandervell and Beuttler finished three seconds apart in fifth and sixth while a rather despondent Williamson's lack of horses dropped him five seconds back in seventh. Morgan lost his eighth place on lap 24 when he indulged in a big spin which allowed the impressive Pryce to claim the place he was moving into a challenging position for anyway. He had been held up badly in the early laps by Brailard who, after being challenged by Wilson Fittipaldi briefly, got locked in a dice with Brett Langer to the end. Poor Wilson was held up by Moser for a long while and just when he got into his stride the oil pressure dropped as the bearings seized and he had to park the Brabham. Brailard and Langer fought really hard to the end, the American "ace" getting past briefly four laps from the end but was unable to hold the Surtees on the straight and had to slot in 0.3 s behind at the finish. Schurtl in fact was between the two at one stage looking quite impressive in the Royale but with the front tyres rapidly wearing he dropped back before retiring with a broken Ampeg joint on the rear suspension. Coulon too had been mixed up with them but the persistent misfire made life worthless so he pitted. The March men decided to change the only unchecked thing left, the plug leads, and hey presto, 16 laps later Coulon was back circulating comfortably with de Adamich and fit for heat two. Wollek's early progress which took him to 13th place in four laps was cut short on lap five when the clutch went.

Of the remaining finishers Kazato remained unslapped having pulled through well from his early misfortunes and finished three seconds behind Langer. After Bourgoignie retired on lap 22 with electrical trouble Moser was next up ahead of the misfiring Binder. A very down on power McInerney shadowed the latter until half distance when he stopped before the engine lost all its oil. This left Gubelmann and Salisbury, minus two gears, to bring up the rear both two laps behind.

HEAT 2

The Texaco flags were nearing half-mast as neither of the two Stars could be prepared in time for the second heat. Those that did reappear following first heat dramas were Wilson Fittipaldi, Schurtl, Bourgoignie, Coulon and Gethin.

Jarier made no mistake about his start this time but still Mass was determined to make him work every inch of the way. His hopes of staying with Jarier were much higher as a set of two-ply B33 Firestones had been found lurking in the corner of Bill Gubelmann's pit. By the end of the first lap this dominant pair were already clear of Brambilla, Vandervell, de Adamich, Beuttler, Williamson, Brailard, Morgan, Pryce, Kazato, Moser, Gethin, Fittipaldi, Binder, Gubelmann, Coulon, Bourgoignie, Langer, Salisbury and Schurtl.

With the leaders well ahead a group of seven cars formed up a short distance behind Brambilla to contest fourth place with Vandervell in front of de Adamich, Williamson, having passed Beuttler, Morgan, Pryce and Kazato. The first four of this lot detached themselves from Morgan and the rest on the next lap to form the second major battle of the race, the main one being up at the front where Mass was giving Jarier a really hard time. Jochen made the best possible use of the back markers and with tremendous determination kept right with the March. From lap 10 until lap 20 there really was very little in it although Jarier did not seem to be extending himself a great deal with his 10-second cushion from the first heat. The end of the dice came on lap 24 when the Surtees spun at the hairpin. Some debris had collected in the nose and blocked the radiator which had been causing the engine to over-heat and pour its water out; it was this on the rear tyres which made Jochen spin. He got going again just after Brambilla had gone through but his second place overall was never in doubt. Jarier's victory therefore was by a margin of nearly 25 seconds which unfortunately did not reflect Mass' great attempts to stay on terms with the March. Brambilla took third overall and second in the heat finishing two seconds in front of Mass.

The battle for fourth place saw Vandervell in front for most of the way until a great lack of stopping power required him to ease off considerably in the final eight laps. His early challenger, de Adamich, quit the group on the 10th lap with plug lead trouble which brought Beuttler up to the green March's gearbox. Williamson had dropped well back from the bunch in the preceding couple of laps as the engine started to misfire badly and he visited the pits on lap 12 to have a spark box replaced—the third race in succession that he has lost a top six placing with this trouble.

continued on page 47



Quick Midget from renowned Wiltshire tuners

Ask anyone to name an early Mini conversion specialist and they will almost certainly reply Downton. In its current form, the firm have been in existence for over 26 years, although their origins were mainly in Rolls and Bentleys. The British Leyland conversion side has been in existence since 1957, and the reputation built up by the company in the early states was second to none. Racing was at a peak during the mid sixties, the works BMC Minis of Rhodes, Spice, Whitmore, Proctor, Handley, Hopkirk and Fitzpatrick all

having Downton prepared engines in their works-entered, Ken Tyrrell-managed G5 Minis. When BLMC took over, it became apparent that the racing side was to be phased out and Downton's racing representation was in the spectacular and successful hands of the Britax entered cars of Gordon Spice and Steve Neal. At the end of 1968, Britax too disappeared from the scene, and so Downton's sole racing participation was in the hands of employee Richard Longman. After one or two misfortunes with the car, Long-

man built up his own examples, and shortly after, left to start his own well known preparation business in Christchurch, Hampshire.

What has been going on at Downton during the last few years? First, they have a long standing contract with BLMC to produce Special Tuning's Stage 1 conversions for 1300s, 1500s, Minis and 1100s. As well as this, they have recently produced 135 bhp from the 6 cylinder 2200 engine, while their latest offering in the sports car field is an MG Midget. Mrs Buntly Richmond, who runs Downton Engineering was kind enough to arrange for me to borrow their demonstrator which is owned by Henleys (Wessex), who are also the local BLMC dealers who supply Downtons with their Morris and MGs for which they are agents. Henleys are also agents for the Downton range, while other agents include Kanes of Comber in Northern Ireland, Morning Star Motors in Bath, and Autogrip in Birmingham.

The MG has a conversion which is sold as a whole and costs £170 10. This consists of a modified cylinder head on exchange, exchange inlet manifold, Downton exhaust manifold, Downton exhaust system, a pair of 1½ in SU carburettors, plus various extras. How does this compare with the normal car, and what is done to the various items? First, the combustion chambers are calibrated and balanced while the valves are reground in the seat. The inlets are enlarged to give improved flow from the twin 1½ SUs, the standard carbs being 1½ in. The Downton exhaust manifold gives improved flow also, for the standard system decreases from 3 to 1 very quickly, while the Downton system becomes two with a one foot, and the third branch is added under the car. The exhaust system developed by Downton is of a larger bore and then two straight-through silencer boxes are fitted under the tail of the car. MGB air cleaners are also fitted, while other items include a set of gaskets and sparking plugs. This conversion in kit form costs £144 10, while the company charge another £26 for fitting and testing and 10 per cent VAT is charged on all items.

What sort of effect does this have on performance? My previous experience of a Midget was rather fraught, and I was under the impression that it was decidedly underpowered for the weight of the body. However, as this was a well thrashed version, it wasn't really very surprising, so this may be a rather unfair assessment. My first trip in the Downton car was back to the B.G. Smoke up the M3, and this really showed immediately how much torque the car had. In both top and third, the car was very tractable indeed, and throughout the whole test, I only once found myself completely in the wrong gear for what I was asking the car to do. Top gear seems to go on and on for ever,

Gordon Spice wheels his Downton-engined Mini through Old Hall, Oulton Park in 1969.



Above, the revised big bore exhaust system with twin straight through boxes. Below, revised MGB air cleaners, twin 1½ in SUs and revised exhaust manifold.



Tune in

and as the speedometer stops at 100 mph, it is difficult to work out the car's maximum even when calibrated. However, with a rev limit of 6300 rpm as opposed to the 5500 on the standard car, there's another 800 rpm which should give a top speed of a little over 100 mph, once the speedometer is calibrated.

The acceleration timing was somewhat upset as my own stopwatch was recording phenomenal figures which indicated either watch trouble or driver trouble! However, fortunately Downton are the sort of firm who do things properly and had taken their own fifth wheel readings. Their 0 to 50 figure was 11.4 s which compares well with the standard quoted readings of 13.5 s, while the MGB's standard reading is 0.1 s slower. Downton's 30 to 50 reading of 8.4 s is just 1.2 s quicker than the quoted time for the standard car, and 0.9 s better than the MGB. The 0 to 80 figure for the Downton converted car works out at 31.4 s, while the car's second gear figure at the maximum allowed revs was around 50 mph.

However, this is all very well for the all out motorist who wants to beat the world between the traffic lights. The problem is whether the car is tractable in traffic and behaves itself without being too jerky and uneconomical. The Downton MG was very well behaved and never overheated, nor came close to being so despite the normal Friday night city crawl. A combination of this, high speed cruising, and acceleration tests still produced an mpg figure of over 30, although the figure reached 34 before

Constanduro started his acceleration bit. The car in country traffic is an absolute joy being very manoeuvrable and having enough guts to get out of the most difficult situations. With its direct handling and increased power the Midget makes exciting country conveyance, especially for a lively driver.

Summing up this conversion, it seems the

ideal way of escaping from the MGB syndrome, obtaining better fuel consumption and increased tractability, possibly at the expense of noise, handling in motorway conditions, and space. Anyway, it's always fun to blow off the bigger boys in a smaller car, even if the Downton badge does give the game away.

Safety wheel from Avon

Ever been round Paddock Bend, Brands Hatch, in an XJ6 with the offside tyre as flat as a pancake, at 50 mph? A daunting prospect, I agree, but I recently had the pleasure during an Avon demonstration to show that their safety wheel really does work. Now what would normally happen in such an incident is that the tyre would probably come off altogether, and at least it is likely that the car would run on its rims, but Avon have got other ideas.

A wheel rim must have a "well" in order that tyres may be fitted and removed. During tyre fitment, the well accommodates one side of a tyre bead while the point diametrically opposite is levered over the rim flange.

The conventional "wellbase" rim was first developed to accommodate a tyre plus a tube and, therefore, has a large well. Even today, when the majority of cars are on tubeless tyres, the well of the conventional rim is still the same size as it was originally. Once a tyre has been fitted to this type of rim, the well is of no further use and can be a potential danger.

If the tyre deflates while the vehicle is in motion, its beads can dislodge and drop back down into the well, causing lack of stability. Further driving on a wheel in this condition can roll the tyre back over the flange and off the rim (a high-speed reversal of the tyre fitting process).

The secret of the Avon Safety Wheel lies in the fact that the well has been redesigned and repositioned close to one flange of the rim and it exists for one purpose only—to accommodate one bead of a tyre at a time during fitment and removal. Only when the tyre is fitted or removed is the well open. At all other times it is covered by a split metal band which is locked in position after the tyre has been fitted and before it is inflated.

In the event of a deflation, as the well is covered, the beads have no well to drop into so the tyre cannot come off the rim and that allows the car to be controllable even with a flat tyre.



Colin Chapman shakes over a Lotus 7 and hands its production to Graham Nearn (seated).

Caterham build Sevens for Lotus

A special manufacturing company, known as the Seven Car Co Ltd has been set up by Caterham Car Sales, who have been Lotus agents for six years, to produce the Seven as a fully built car. The name will be changed to Super Seven Series 4 and will be powered by the big valve twin cam engine.

Manufacture will commence on June 1 at Caterham, but the first two months production of around 5 or 6 cars per week, have already been sold to Europe. Caterham's contact with the customer over the past six years has already meant improvements in the basic car with more leg room for taller drivers and a towing bracket for boating and racing enthusiasts.

Manufacture was almost ceased in 1967, but a friendly agreement between Caterham's Graham Nearn and Colin Chapman led to the car being marketed solely through Caterham Car Sales. Since then, Mr Nearn has consolidated the sales position, having the car recognised by finance companies and negotiating special insurance rates.

The Super Seven will no longer be sold in component form as VAT has eliminated any saving to the motorist, and it now moves into a new era as a fully built sports car retailing at £1,487 with the Lotus twin-cam power unit, and at £1,195 with the Ford 1300 GT unit.

Lap charts from the roll-over man

John Ale, who is well known to those prone to inversions, is currently producing a race record chart, with a lap chart printed out on one side and a time sheet printed on the other. Each time sheet has space to record over 20 laps with separate columns for elapsed time, a boon to those who prefer to operate with a single watch and with room for up to 25 laps on each lap chart, it is possible to deal with the average club race on a single sheet.

These charts are now readily available from the John Ale Racing Shop at Snetterton, most good accessory shops or by direct mail order at 45p per pad of 20 charts, including VAT and postage, from the makers.

● In the George Bevan article of the 17th May, we reported that Monty Guildford's engine in his Mini was built by George Bevan. However, only the cylinder head and camshaft was provided by George, the block being designed and developed by Monty, Peter Wise and Roy Guildford.

Broad's suspended Ford

Broadspeed, the Midlands based engineering company have announced the introduction of a wide range of suspension modifications for the Ford Capri, Cortina and Escort model ranges.

Based on the company's long and distinguished motor racing career with Ford and the experience gained in the building of high performance road cars, the new range of suspension packages are aimed at improving the overall handling qualities of the vehicle and at the same time retaining comfortable ride characteristics. Prices, including all labour, range from £80-£125.

Blown Rover

Allard of Upper Richmond Road, London SW15 are a name synonymous with supercharging, and their latest application is for the Rover/Buick 3.5 litre engine. Based on the Allard-Wade RQ34 "roots"-type supercharger unit, producing up to 400 bhp at 7,500 rpm depending on specification. There are new supercharger installations also available for the Marina 1.8 and the Avenger 1.5. Prices including VAT are £275 for the Rover, £164 for the Marina and £165 for the Avenger.

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Beuttler, still lacking in power, was able to stay on terms with the brakeless Vandervell but as the latter's problem got worse and worse it was only a matter of time before he got through. It finally happened on lap 21 when Vandervell went right into the hairpin with the fronts locked on, went wide and Beuttler was through. With a clear road ahead Beuttler managed to open up a lead of nearly four seconds which gave him fourth overall by just 0.4 s from Vandervell. Colin's fifth place in the heat was by an even narrower margin though. Dave Morgan really put the heat on in the final few laps and with two laps to go outbraked the March into the hairpin only to be repossessed up the long straight. The same thing happened again on the final lap with both cars weaving a little to try to hold on to their leads but the power of the BMW told in the end and it was Vandervell at the flag by 0.22 s. They took fifth and sixth overall but with a considerable time margin following Morgan's first heat spin.

Kazato went well again and took seventh in the heat and overall although Coulon, with oil smoke pouring out of the engine, closed to within four seconds in the heat. Pryce had been following closely in the opening laps but had to make a pit stop to sort out the throttle pedal, which had started rubbing the chassis, which cost him three laps. Nevertheless his first F2 outing looked extremely promising and he should feature well in the remaining races. When he pitted Wilson F took over his place chased by Langer. The American pressed hard for a few laps and looked likely to take the place when Wilson suddenly threw up his hand and let him through at the hairpin. The Brabham then was driven slowly to the pits and retired with a blown head gasket. Langer carried on to the finish in ninth place and the final unslapped runner. Gethin's Chevron moved up to 13th in the first three laps, but it was an unlucky one for on lap four he coasted into the pits to end an unhappy weekend with broken valve gear. On the same lap Brailard relinquished 12th place after spinning and damaging the nose too much to continue. Two laps later Schurtliff's encouraging first F2 sortie ended with a broken crankshaft. Bourgoigne, Moser and Salisbury ran to the end a lap down with Williamson next having done 26 laps in his final race with the GRD and Gubelmann and Pryce a further lap adrift completing the finishers in the overall classification behind Kazato came Langer, Williamson, Moser, Pryce, Salisbury and Gubelmann.

GB Grand Prix Nivelles, Belgium, June 10 European F2 Championship basic round Aggregate of two 20-lap heats

1. Jean-Pierre Jarier (March-BMW 731) 1 h 10 m 33.35 s, 177.343 kph
2. Jochen Mass (Surtees-Mart TS15 BDA) 1 h 10 m 37.23 s
3. Vitor B. Brambila (March-BMW 732) 1 h 11 m 7.65 s
4. Mike Beuttler (March-BMW 731) 1 h 11 m 36.97 s
5. Colin Vandervell (March-BMW 732) 1 h 11 m 37.42 s
6. Dave Morgan (Chevron-Wood B25 BDA) 1 h 12 m 8.73 s
7. Hiroshi Kazato (GRD-Cosworth 273 BDA) 1 h 12 m 22.25 s
8. Bob Langer (Chevron-Smith B3 BDA) 1 h 12 m 44.44 s
9. Roger Williamson (GRD) 1 h 13 m 23.80 s
10. S. Moser 1 h 13 m 24.60 s
11. Tony Pryce (Mou C 100 m 34.750 BDA) 1 h 13 m 24.60 s
12. Bob Gubelmann (March-BMW 732) 1 h 13 m 25.11 s
13. Adam 1 h 13 m 25.11 s
14. Adam 1 h 13 m 25.11 s
15. E. Bourgoigne (GRD-Broadhead 272 BDA) 1 h 13 m 25.11 s

Fastest lap: Mass, 1 m 14.17 s, 180.752 kph
Heat 1 (20 laps): 1. Jarier, 35 m 23.40 s, 176.448 kph; 2. Mass, 35 m 30.43 s; 3. V. Brambila, 35 m 43.21 s; 4. De Adamch, 35 m 43.55 s; 5. Vandervell, 35 m 46.37 s; 6. Beuttler, 35 m 49.20 s; 7. Williamson, 35 m 49.44 s; 8. Pryce, 35 m 49.44 s; 9. Morgan, 35 m 52.46 s; 10. W. L. and Surtees, 35 m 52.46 s; 11. Langer, 35 m 52.46 s; 12. Kazato, 35 m 52.46 s; 13. Moser, 35 m 52.46 s; 14. Bourgoigne, 35 m 52.46 s; 15. Gubelmann, 35 m 52.46 s; 16. Schurtliff, 35 m 52.46 s; 17. Brailard, 35 m 52.46 s; 18. Coulon, 35 m 52.46 s; 19. Pryce, 35 m 52.46 s; 20. Kazato, 35 m 52.46 s; 21. Gubelmann, 35 m 52.46 s; 22. Pryce, 35 m 52.46 s; 23. Adamch, 35 m 52.46 s; 24. Bourgoigne, 35 m 52.46 s; 25. Brailard, 35 m 52.46 s; 26. Coulon, 35 m 52.46 s; 27. Pryce, 35 m 52.46 s; 28. Kazato, 35 m 52.46 s; 29. Gubelmann, 35 m 52.46 s; 30. Pryce, 35 m 52.46 s; 31. Adamch, 35 m 52.46 s; 32. Bourgoigne, 35 m 52.46 s; 33. Brailard, 35 m 52.46 s; 34. Coulon, 35 m 52.46 s; 35. Pryce, 35 m 52.46 s; 36. 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Years of experience as a rally star made John Sprinzel choose the Pirelli Roadstar.



John Sprinzel knows all about driving in all kinds of conditions.

During the years in which he was an international star, he won a place in over 30 top rallies, and was British Rally Champion.

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The Pirelli Roadstar is a unique 70 Series low profile tyre, which has literally thousands of miles of unusually rigorous testing built into its design.

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effective braking. And because there's more tread to support the car, there's less work for each part to perform. And less work means less wear.

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And the block pattern with its multiple grooving ensures cooler running, a must for several hours of high speed motorway driving.

All of which is precisely what every motoring enthusiast wants. Which is why John Sprinzel drives on them. And why the Pirelli Roadstar is now available to you.



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The BMWs of Lanfranchi and Bell lead Crabtree at Druids.

BRANDS HATCH

FF contretemps again!

After his unfortunate disqualification at Mallory Park a couple of weeks ago Bob Arnott claimed maximum points in the British Oxygen Golden Helmet Formula Ford Championship race at Brands Hatch last Sunday. Again it was decided on the last lap when the two leaders, Stephen South's Ray and Dennis Shattuck's Catnic Eldon, and also Arnott's Merlyn Mk 24, tried to take Paddock Bend three abreast which has yet to be achieved; the result was a very bent Eldon and Ray, although the drivers came to little harm, and it was generally felt that no one was to blame.

All four class records for Group 1 production saloons were broken in the Castrol qualifier, as was the Formula Vee record at this Rochester MC organised event. Tony Lanfranchi came away with the most awards, winning the first Castrol GI race in the Shellport Luxembourg BMW, taking the Kensington Close Hotel Moskvich to its umpteenth class win in the second GI race, celebrating these victories by a win in the celebrity Mexico race at the end of the day.

The first of the two BOC Formula Ford heats saw the debut of Donald Macleod's new van Diemen. It also saw the first and definitely not the last victory of this new Ralph Firmin designed car in the hands of the BOC Championship leader. The flying Scotsman had chassis No 2, the prototype chassis (No 1) being conducted by David McCullum in the second heat. Anyway Macleod led from start to finish, although he could never relax for Stephen South's Ray. Syd Fox's Camel-Hexagon Hawke and Mike Chittenden's Merlyn Mk 24 were always in close attendance. The 28½-year-old Fox held second initially but finally had to give in to the Ray's persistent challenges at Kidney on lap four. South finished 0.2 s behind Macleod while Fox was a further 3.2 s further back, beating Chittenden by only a couple of lengths.

Heat 2 saw another confrontation between Derek Lawrence and Bob Arnott, Lawrence's Smallman Oils Dulon filling the outside of the front row, and Arnott's Merlyn Mk 24 being handily placed on the inside of the second row behind surprise pole man American Dennis Shattuck in the Catnic Eldon. The American confirmed his practice form by leading the pack into Paddock, Arnott slotting into second place ahead of his great pal Lawrence. Tiff Needell's Lotus and Terry Fisher's Merlyn Mk 20A. Shattuck held off the determined Arnott until lap three when the Merlyn found an inside gap going up Pilgrim's Rise, Arnott maintaining his lead

thereafter. With two laps to go Needell got the better of Lawrence, who was still in considerable discomfort from his injured ankle after the Mallory accident. John Crowe's Servis Merlyn was also involved with this duo but his chances of claiming a run in the final diminished when he spun to the back of the field up Pilgrim's Rise on lap six.

The final was as hectic as any Formula Ford race seen at Brands this year. Basically the race was between six cars. South, Arnott, Macleod, Fox, Lawrence and Shattuck. By lap two South looked to be breaking the tow but a lap later the sextet were as one again. Arnott led the field at Paddock on lap five but South fought back to retake the lead at Kidney on the same lap. However the Merlyn led again at Paddock on the next lap and this time he kept the lead until lap eight when Arnott lost a couple of places at Clearways when his gearbox played up. Macleod departed from the group when he got on to the grass at Clearways on the penultimate lap, and with a lap to go the race was between South, Shattuck and Arnott. The inevitable happened when all three attempted Paddock side by side, again Arnott coming out of the corner with all four wheels in tact. South's Ray hit the bank very hard shaking the driver somewhat, although South should be used to that by now, while the Catnic Eldon was also bashed about. Arnott took the flag 0.8 s ahead of a surprised Lawrence who had slipped by Fox on the last lap. Chittenden had been watching the

antics of the leading group from a little way back to finish fourth ahead of Needell and Rob Wicken's Maidstone Service Station Merlyn. Macleod eventually finished out of the points in seventh place, but still retains the championship lead.

The race for Castrol production saloons was really for second place, Tony Lanfranchi's Shellport Luxembourg 3.0 BMW leading from flag to flag with comparative ease. For second place, however, Roger Bell's Rothman BMW was being pushed (literally) by Gordon Spice's Wisharts 3.0 Capri who in turn was having to contend with the Esso Uniflo/Roger Clark (Cars) Alfa of John Handley and Stan Clark. Bell was nudged out of contention at Clearways on lap 7, while Spice's twitchy Capri had the Alfa buzzing all round him in the corners. Just 0.2 s covered Spice, Handley and Clark by the end of the 12 laps, Bell finishing in sixth place behind Mike Crabtree's lonely Willment Capri. Ivan Dutton's Escort Sport maintained his overall lead of the championship by yet again winning his class from Jenny Birrell's Simca Rallye.

Bernard Unett really had to work hard to win the second Castrol GI race, for Derek Wileman's Mexico never gave up the chase of the Chrysler Dealer Team Hillman Hunter. It was only in the last quarter of the race that Unett was able to get one second advantage over the quick Mexico. Another Mexico ace had a lonely drive in third place, although this time Barrie Williams was at the wheel of the GN Vauxhall Firenza. Denis Thorne's similar car looked to have fourth place tied up, but Richard Scantlebury's Opel Ascona hauled him in in the second half of the race, and while under pressure from the Opel, Thorne spun at Bottom Bend on the last lap. His error let Scantlebury through into fourth place ahead of Derrick Brunt's Marshall Wingfield Firenza which had made up ground well after a coming together with the spinning Escort Mexico of Neil McGrath at Kidney on lap two. Jeff Hesalwood's Mexico also got by Thorne before he could restart. As usual Moskvich's dominated the small class, and it was of no surprise to see Tony Lanfranchi in the Kensington Close Hotel/Satra Motors car leading the Russian brigade.

Also on the programme were a couple of non championship saloon car races. John Homewood's Imp took an inevitable win in the smaller race, but only after Mike Chapple's similar car got right away at the start after Homewood's front row colleagues Bill Shepherd and Alan Rogers in Austin A40 and Vickers Mini respectively had crashed at Paddock on the first lap without driver injury. Monty Guildford's unbeatable 850 Mini Climax would have won his class but he got involved in someone else's accident on Bottom Straight on the last lap. Little could be said of the larger saloon race except that Nick Whiting took yet another victory in the

McGrath spins at Kidney with Thorne ahead while Scantlebury's Opel and Brunt's Firenza take avoiding action





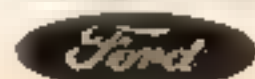
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The championship FV race was also a bit dull. Bruce Venn's Canon Scarab drove off in to the distance leaving Olly Hollamby's Austro and Jeremy Hampshire similar Canon sponsored car to squabble over second place. Hampshire retired at half distance after laying a smoke screen around the circuit, while a lap later Venn lost the lead when he spun at Druids, continuing in second place behind Olly. Venn's second place wasn't assured however, for in a big last lap effort Peter Wimhurst's Veemax got to within 0.2 s of the Scarab.

By now several drivers are getting used to the ShellSport Mexico after winning their classes week after week. For the second time running Bob Arnott drew the no 1 car, while Moskvich's team manageress Tina Lanfranchi sat on the outside on the front instead of the preferred back row. Still, hubbie was in the second row to help Tina off the line if necessary. Although Arnott led in to Paddock Tony got by before the lap was over but just couldn't pull away from the FF man who was driving as if he'd been competing in Mexico all season. They were joined on lap seven by Bernard Unett and when these three tried to do the FF circus act at Paddock it was Arnott who came off worst, spinning down to ninth place. The BMW man just held on by a coat of paint at the end after spending at least half of the last lap side by side with Unett. Syd Fox also drove well from the back of the grid to take third ahead of Ivan Dutton who drove from the back row to third place on the first lap.

PAUL KING

British Oxygen Golden Midget Formula Ford Championship

Scholar Heat 1 (6 laps)	1 Oscar MacLeod (Icar Ocean)
Scholar FA79	7 m 11 s 82.70 mph 2 Stephen Sch
(Ray Rowland)	7 m 12 D 3 Syd A McLeod
Royland Old	7 m 12 2 s 4 Mike Anderson Mer
yn Scholar Mk 7d	7 m 12 4 s 5 Rob Van Man Me
Piper Mk 7m	7 m 13 s 6 Ron Fedge WHE
Tony F m 22 d	s Pantom Imp Macrod 5c s 5 54.55

[illegible][illegible]

Fastest lap 37.2 s @ 57 mph
 Circuit record on salt run car championship 1900 for
 1950 and over 1900 112 laps Overall and over 900
 1 Tony Lander 1 30 34W 5 12 m 24 s 9 m
 71 7 s mph 2 Gordon Sp 4 19 Fred Cap 2 2 m
 80 s 3 John Standley D A 2 2 30 G 2
 12 m 30 s 4 Stan Carr 4 3 A 30-m 2 30 G 2
 12 m 30 s 5 Fastest lap Car 1 m 1 s 7 30 mph

1950 to 1959 class 1 Ivan Dutton 13 Ford Escort Sport 66.59 mph 2 Jenny Burrow 13.5 mcs 8.4 sec John Ryan 11 Ford Escort Sport 10mcs lap Dutton 1 m 05.2 s 46.47 mph record
Formula Vee National Championship (10 laps) 1 G P McEmby (Austral) 4 m 13.1 s 8.41 mph 2 Bruce Venn (Scot) 5 m 30.3 s 3 Peter Williams (Wales) 6 m 30.8 s 4 Brian Upton (M Mamba) 10 m 1.4 s 5 Martin Harwood (CM) 13 m 08.4 s 6 Alan Board (Aphs) 10 m 10.0 s 7 Emma lap 8 m 4mcs 13.8 s 47.7 mph record

No entry 33 s 52.47 mph record
 Saloon car 1001 to 1300 ex and over 1300 ex 410
 1001 Over 1 N 1 K Whiting 14 Ford Ex 1 Ford Arg
 9 m 14 s 40 86 mph
 23 s 5 m 23 s 5 m 23 s 5 m 23 s 5 m 23 s 5 m 23 s 5 m
 1001 to 1300 to 400 1 Coo 13 86 mph 2 86 m
 W 1001 1 Cooper 3 1 1001 1001 1001 1001 1001 1001
 Fastest lap Coo 50 s 5.79 13 mph

Fastest lap 1:18.00 1/2 mile 1:34.00 3/4 mile 1:50.00 1 mile 2:05.00
Over 1900 lb class 1. Wm. 2. M. 3. Wm. 4. Wm. 5. Wm. 6. Wm. 7. Wm. 8. Wm. 9. Wm. 10. Wm. 11. Wm. 12. Wm. 13. Wm. 14. Wm. 15. Wm. 16. Wm. 17. Wm. 18. Wm. 19. Wm. 20. Wm. 21. Wm. 22. Wm. 23. Wm. 24. Wm. 25. Wm. 26. Wm. 27. Wm. 28. Wm. 29. Wm. 30. Wm. 31. Wm. 32. Wm. 33. Wm. 34. Wm. 35. Wm. 36. Wm. 37. Wm. 38. Wm. 39. Wm. 40. Wm. 41. Wm. 42. Wm. 43. Wm. 44. Wm. 45. Wm. 46. Wm. 47. Wm. 48. Wm. 49. Wm. 50. Wm. 51. Wm. 52. Wm. 53. Wm. 54. Wm. 55. Wm. 56. Wm. 57. Wm. 58. Wm. 59. Wm. 60. Wm. 61. Wm. 62. Wm. 63. Wm. 64. Wm. 65. Wm. 66. Wm. 67. Wm. 68. Wm. 69. Wm. 70. Wm. 71. Wm. 72. Wm. 73. Wm. 74. Wm. 75. Wm. 76. Wm. 77. Wm. 78. Wm. 79. Wm. 80. Wm. 81. Wm. 82. Wm. 83. Wm. 84. Wm. 85. Wm. 86. Wm. 87. Wm. 88. Wm. 89. Wm. 90. Wm. 91. Wm. 92. Wm. 93. Wm. 94. Wm. 95. Wm. 96. Wm. 97. Wm. 98. Wm. 99. Wm. 100. Wm. 101. Wm. 102. Wm. 103. Wm. 104. Wm. 105. Wm. 106. Wm. 107. Wm. 108. Wm. 109. Wm. 110. Wm. 111. Wm. 112. Wm. 113. Wm. 114. Wm. 115. Wm. 116. Wm. 117. Wm. 118. Wm. 119. Wm. 120. Wm. 121. Wm. 122. Wm. 123. Wm. 124. Wm. 125. Wm. 126. Wm. 127. Wm. 128. Wm. 129. Wm. 130. Wm. 131. Wm. 132. Wm. 133. Wm. 134. Wm. 135. Wm. 136. Wm. 137. Wm. 138. Wm. 139. Wm. 140. Wm. 141. Wm. 142. Wm. 143. Wm. 144. Wm. 145. Wm. 146. Wm. 147. Wm. 148. Wm. 149. Wm. 150. Wm. 151. Wm. 152. Wm. 153. Wm. 154. Wm. 155. Wm. 156. Wm. 157. Wm. 158. Wm. 159. Wm. 160. Wm. 161. Wm. 162. Wm. 163. Wm. 164. Wm. 165. Wm. 166. Wm. 167. Wm. 168. Wm. 169. Wm. 170. Wm. 171. Wm. 172. Wm. 173. Wm. 174. Wm. 175. Wm. 176. Wm. 177. Wm. 178. Wm. 179. Wm. 180. Wm. 181. Wm. 182. Wm. 183. Wm. 184. Wm. 185. Wm. 186. Wm. 187. Wm. 188. Wm. 189. Wm. 190. Wm. 191. Wm. 192. Wm. 193. Wm. 194. Wm. 195. Wm. 196. Wm. 197. Wm. 198. Wm. 199. Wm. 200. Wm. 201. Wm. 202. Wm. 203. Wm. 204. Wm. 205. Wm. 206. Wm. 207. Wm. 208. Wm. 209. Wm. 210. Wm. 211. Wm. 212. Wm. 213. Wm. 214. Wm. 215. Wm. 216. Wm. 217. Wm. 218. Wm. 219. Wm. 220. Wm. 221. Wm. 222. Wm. 223. Wm. 224. Wm. 225. Wm. 226. Wm. 227. Wm. 228. Wm. 229. Wm. 230. Wm. 231. Wm. 232. Wm. 233. Wm. 234. Wm. 235. Wm. 236. Wm. 237. Wm. 238. Wm. 239. Wm. 240. Wm. 241. Wm. 242. Wm. 243. Wm. 244. Wm. 245. Wm. 246. Wm. 247. Wm. 248. Wm. 249. Wm. 250. Wm. 251. Wm. 252. Wm. 253. Wm. 254. Wm. 255. Wm. 256. Wm. 257. Wm. 258. Wm. 259. Wm. 260. Wm. 261. Wm. 262. Wm. 263. Wm. 264. Wm. 265. Wm. 266. Wm. 267. Wm. 268. Wm. 269. Wm. 270. Wm. 271. Wm. 272. Wm. 273. Wm. 274. Wm. 275. Wm. 276. Wm. 277. Wm. 278. Wm. 279. Wm. 280. Wm. 281. Wm. 282. Wm. 283. Wm. 284. Wm. 285. Wm. 286. Wm. 287. Wm. 288. Wm. 289. Wm. 290. Wm. 291. Wm. 292. Wm. 293. Wm. 294. Wm. 295. Wm. 296. Wm. 297. Wm. 298. Wm. 299. Wm. 300. Wm. 301. Wm. 302. Wm. 303. Wm. 304. Wm. 305. Wm. 306. Wm. 307. Wm. 308. Wm. 309. Wm. 310. Wm. 311. Wm. 312. Wm. 313. Wm. 314. Wm. 315. Wm. 316. Wm. 317. Wm. 318. Wm. 319. Wm. 320. Wm. 321. Wm. 322. Wm. 323. Wm. 324. Wm. 325. Wm. 326. Wm. 327. Wm. 328. Wm. 329. Wm. 330. Wm. 331. Wm. 332. Wm. 333. Wm. 334. Wm. 335. Wm. 336. Wm. 337. Wm. 338. Wm. 339. Wm. 340. Wm. 341. Wm. 342. Wm. 343. Wm. 344. Wm. 345. Wm. 346. Wm. 347. Wm. 348. Wm. 349. Wm. 350. Wm. 351. Wm. 352. Wm. 353. Wm. 354. Wm. 355. Wm. 356. Wm. 357. Wm. 358. Wm. 359. Wm. 360. Wm. 361. Wm. 362. Wm. 363. Wm. 364. Wm. 365. Wm. 366. Wm. 367. Wm. 368. Wm. 369. Wm. 370. Wm. 371. Wm. 372. Wm. 373. Wm. 374. Wm. 375. Wm. 376. Wm. 377. Wm. 378. Wm. 379. Wm. 380. Wm. 381. Wm. 382. Wm. 383. Wm. 384. Wm. 385. Wm. 386. Wm. 387. Wm. 388. Wm. 389. Wm. 390. Wm. 391. Wm. 392. Wm. 393. Wm. 394. Wm. 395. Wm. 396. Wm. 397. Wm. 398. Wm. 399. Wm. 400. Wm. 401. Wm. 402. Wm. 403. Wm. 404. Wm. 405. Wm. 406. Wm. 407. Wm. 408. Wm. 409. Wm. 410. Wm. 411. Wm. 412. Wm. 413. Wm. 414. Wm. 415. Wm. 416. Wm. 417. Wm. 418. Wm. 419. Wm. 420. Wm. 421. Wm. 422. Wm. 423. Wm. 424. Wm. 425. Wm. 426. Wm. 427. Wm. 428. Wm. 429. Wm. 430. Wm. 431. Wm. 432. Wm. 433. Wm. 434. Wm. 435. Wm. 436. Wm. 437. Wm. 438. Wm. 439. Wm. 440. Wm. 441. Wm. 442. Wm. 443. Wm. 444. Wm. 445. Wm. 446. Wm. 447. Wm. 448. Wm. 449. Wm. 450. Wm. 451. Wm. 452. Wm. 453. Wm. 454. Wm. 455. Wm. 456. Wm. 457. Wm. 458. Wm. 459. Wm. 460. Wm. 461. Wm. 462. Wm. 463. Wm. 464. Wm. 465. Wm. 466. Wm. 467. Wm. 468. Wm. 469. Wm. 470. Wm. 471. Wm. 472. Wm. 473. Wm. 474. Wm. 475. Wm. 476. Wm. 477. Wm. 478. Wm. 479. Wm. 480. Wm. 481. Wm. 482. Wm. 483. Wm. 484. Wm. 485. Wm. 486. Wm. 487. Wm. 488. Wm. 489. Wm. 490. Wm. 491. Wm. 492. Wm. 493. Wm. 494. Wm. 495. Wm. 496. Wm. 497. Wm. 498. Wm. 499. Wm. 500. Wm. 501. Wm. 502. Wm. 503. Wm. 504. Wm. 505. Wm. 506. Wm. 507. Wm. 508. Wm. 509. Wm. 510. Wm. 511. Wm. 512. Wm. 513. Wm. 514. Wm. 515. Wm. 516. Wm. 517. Wm. 518. Wm.

22 b. 71.77 mph record
Up to 1800 ft. 1 A Lantanch 1.5 Mucke 2
62.93 mph 2 Eric Hordfield 1.5 Mucke 3 Tony
Sluggo 1.5 Mucke 4 Fatal 100 Lantanch 1 m
4 m 63.95 mph record

98 & 63 95 N. 10 m 47 & 3
 British Oxygen Golden Meteor Formula Ford Champion-
 ship (No. 112 Sept) 10 m 47 & 3 Rob Arnott Merg Sch 1
 24) 10 m 47 & 3 44 mph 2 Derek Lawrence Oun
 Acme and P117 10 m 47 & 3 Syd F 2 Hank
 Race and DLD 10 m 47 & 3 4. M4e Chie
 (Merg M4 24) 10 m 47 & 3. F N Neede
 Sch 49F 10 m 47 & 3 Rob W van Merg
 M4 17A 10 m 49 & 3 Fastest lap
 Shetland Eden Pear M4 1 52 2 s. 35 2 mph
 Shellport Celebrity Ford Maxima (10 Sept) 1
 Lanfranch 11 m 11 4 s. 49 49 mph 2 Bernard
 11 m 11 4 s 3 Syd Fox 11 m 14 2 s 4
 11 m 15 6 s 5 John Hammond 11 m 16 4 s
 Nick White 11 m 19 & 3 Fastest lap
 1 m 5 4 s. 49 2 mph



Side-by-side at the finish are Neil Corner's Ferrari GTO and Willie Green's Jaguar D

LE MANS HISTORIC

Morten and Green win

Celebrating the 50th year since the start of the classic Le Mans race, the organisers rose to the occasion by staging two 45 min vintage and historic sports car races on Thursday evening, before the last practice session for the weekend race. Willie Green's JCB Jaguar D won the thrilling postwar race although he made a pit-stop to repair damage sustained when a slow car spun in front of him and at the finish he pulled alongside Neil Corner's JCB Ferrari 250GTO which was penalised 2m and was demoted to second. The pre-war race was a benefit for Hamish Morton's Bentley from the second lap onwards.

The day started with scrutineering in Le Mans itself, after which the cars were paraded through the streets en route to the circuit with the streets being thronged with excited spectators. Practice was restricted to two laps for most people before the racing got under way with the prewar cars having to compete with the up to 1251 cc post-war cars in the first 45 min session. Scheduled compulsory 20 a pit-stops were scrubbed just before the start.

In proper traditional fashion, a Le Mans type start was used with most interest being centred on Rob Walker's beautiful 3½-litre Delahaye 135 Sport which Rob raced at Le Mans in 1938 and 1939 having acquired the cars from Bira, and for this race Stirling Moss was making his welcome return, a fact which the spectators appreciated excitedly. However the start caught Moss rather unawares for he was about to take his position opposite the car when the flag dropped and the other competitors were running to their cars. The start was a magnificent sight and Anthony Blight's Talbot 105 made an excellent start with Simon Phillips' 2-litre BMW 328 and Phillips' red BMW re-appeared in the lead at the end of the first lap with Blight's Talbot having been demoted to third behind Hamish Morten's Bentley. These three had pulled well clear of the rest of the field with Morten's 4½-litre engined Bentley in a 3-litre 1923 chassis taking over a comfortable lead on the second lap. Phillips and Blight continued to lap in very close company for second place with Stirling Moss recovering from his bad start to take over fourth place on the third lap from the Type 55 MS Delahaye of Jean-Pierre Bernard, which had close attentions from Rey's little noisy DB coupe which was leading the postwar 1251 cc class and Michel Marcas' 3½-litre Delahaye.

Morten's rapid Bentley completed eight laps before taking the flag, having pulled

more and more distance before the others and lapping all but the first six cars. The closely fought battle for second place was resolved in Blight's favour on the fifth lap, the immaculate Talbot pulling out a minute over Philippe' BMW in the remaining laps. Stirling Moss seemed to be having great fun with the Delahaye with encouraging signals from owner Rob Walker from the pits, but there was nothing Stirling could do about making any further places while he continually pulled away from the similar French-owned car of Bernard Martin's DB was the last unlapped car and winner of the small class, the little blue device getting ahead of Bernard for one lap before the Delahaye pulled away while the third Delahaye of Marceau started to plume on engine smoke and disappeared after four laps. Once Albert Witteridge's Lagonda M45 made a pit-stop after one lap and Bernard Coural's Panhard X48 dropped most of its oil, Marcel Martin's open DB Panhard took seventh place and second in its class, while Jacques Lam-broso's DB Panhard went missing from its high placing on the last lap, elevating Ian Titterton's BMW 328 in to eighth, Rupert Glydon's 1½-litre 1935 Aston Martin Le Mans went very well to take ninth, ahead of Jacques Millot's ailing open Stanguellini Efac from the modern class with Leonard Wilton's 1927 Le Mans winning 3-litre Speed Model Bentley being the second Bentley finisher in 11th place. Last of the 29 finishers was a Chapard & Walker, a similar car winning the very first Le Mans 24 Hours

Then came the postwar historic sports car race, which brought intense interest from Phil Hill, Carroll Shelby, Paul Frere, Briggs Cunningham and many other notable personalities. There were hordes of Listers, Austons, Ferraris and Jaguars in this fabulous race which again was highlighted by the pitter-patter of running feet before the roar of engines for this 45 m race. Driving Anthony Samford's 1957 ex-Ecurie Ecosse D-type acquired three weeks previously from America, Willie Green shot into the lead from Richard Bond's ex-Border Reivers, now Cooper Metals Lister-Jaguar while Hon Patrick Lindsay's Jaguar D nearly collided with John Pearson's Jaguar XK120 at the

Benefiting from their 24 Hour race practice, Bond and Green pulled well ahead of the rest with the Cooper Metals Lister leading across the line on lap 1; on the Mulanba Straight the two cars were continually swapping places with Green

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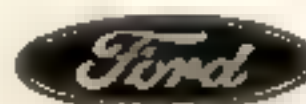
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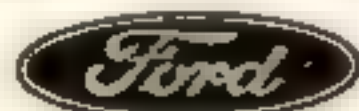
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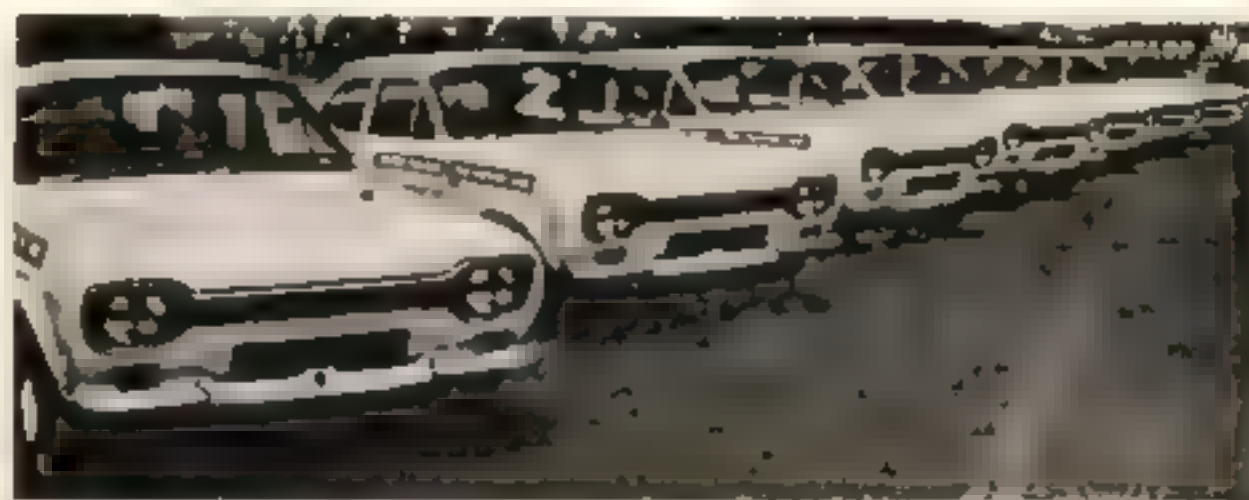
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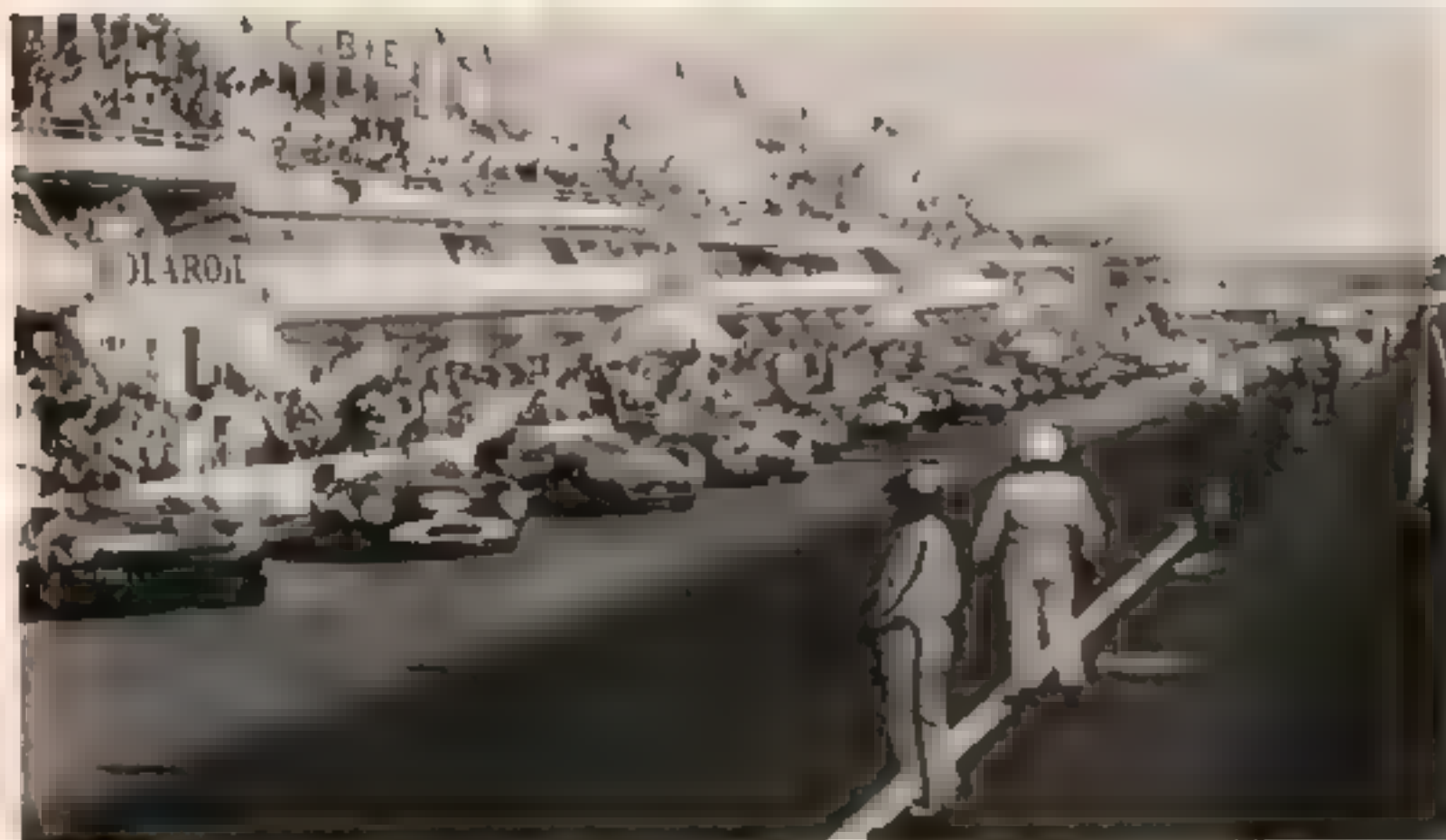
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Drivers about to make the Le Mans-type start with Richard Bond nearest the camera.

holding the lead past the pits on the next two laps.

Some distance behind, Hon Patrick Lindsay's race came to a disappointing end on the second lap when in third place, for the D-type started to fill up with smoke in the cockpit and with oil pressure lacking. Lindsay pulled off on the circuit hoping that the worst hadn't happened. Third place was then taken over by Neil Corner who was at the wheel of Bamford's ex-Moss Ferrari 250 GTD which was penalised 2m before the start as although the car was built in 1959 its first race was in 1960 and therefore went outside the period for this race. Behind Corner was Brian Joscelyne's works 2½-litre Aston Martin DBR1, Martin Morris' early and recently rebuilt D-type, Colin Crabbe's glorious-sounding Ferrari Testa Rossa and Hon John Fellowes' thundering 4½-litre Maserati 450S, which didn't sound too healthy.

Green's efforts in holding off Bond ended on the fourth lap when a slow French-owned Porsche 350 1500 RS of Andre Pibarot spun on the new section straight in front of the JCB D-type and Green went off to swipe the armco. He got round to the pits in a cloud of smoke as the tyre was rubbing on the dented bodywork, but quick repair work got him back in the race in seventh place. But Richard Bond's then safe lead only lasted a lap when he brought the Cooper Metals Lister into the pits with a broken oil ring, and although he did another lap after a long pit-stop, poor Richard was soon forced to retire. Also making a pit-stop at this time was Fellowes' Maserati, with Charles Lucas taking over but the sick car was not to last another lap.

Corner's Ferrari GTD therefore inherited a secure lead from Joscelyne's Aston Martin with Crabbe losing his third place by coming in to the pits, his Ferrari Testa Rossa lacking oil pressure. Colla realising he was so well up then continued in fourth behind Green's D-type, hoping to nurse the car to the finish but within two laps a rod had poked through the side and his race was run. Crabbe's retirement came on the same lap as Brian Joscelyne—the seventh. Green's D-type was closing on Joscelyne for second place when Brian had trouble selecting a gear coming on to the new section of the circuit. The Aston spun into the chicane wire which it took down before damaging itself very severely against the armco, but luckily Joscelyne escaped unhurt. Green now had just Corner to beat and as they started their ninth and last lap before the 45m was up, there was just 6s between them and

with Corner's penalty that would give Willie the race.

But that wasn't enough. Both JCB cars flashed down the Mulsanne side-by-side with Willie taking the lead until Mulsanne corner when he found it all so amusing he spun the D-type at Mulsanne Corner and continued behind the Ferrari. For the rest of the lap Green gave chase and reached the finish by diving from behind the Ferrari and virtually stage a dead heat had it not been for Corner's penalty. So on the road the Ferrari won, and Green won officially but whatever it was a JCB domination.

Martin Morris made a hasty pit-stop on the fifth lap, but he didn't lose a position and finished an excellent third with Clive Aston's Aston Martin DBRS just holding to fourth place as Anthony Hutton's usual Forward Enterprises Lister-Jaguar had closed to within 4s of it by the finish. Hutton spent the race leading another of his Listers, the 3½-litre model driven by Philippe Renault who made a pit-stop on the sixth lap and dropped on the road to seventh behind Chris Drake's ex-Beckett Lister-Jaguar. However Drake was penalised for some obscure reason and finished seventh behind Renault. These were the only cars unlapped by the JCB duo. Murray Smith in Chris Renwick's Ferrari 500 Monza was

leading Drake when he spun at the Chicane and a lap later a half-shaft broke and he retired.

John Pearson and Lord Cross shared the former's XK140 to good effect by taking eighth place not losing much time with its hasty pit-stop. Mike Bowler's Frazer Nash Sebring spent its early laps doing with Stephen Curtis' 1953 Jaguar C before pulling away to finish a highly creditable ninth. Rupert Glydon's Jaguar C was leading both of these before making a pit-stop while Robin Rew took over and despite a spin, Rew worked ahead of the other C-type to finish 10th. Jean Beurlys' Ecurie Francorchamps Ferrari 250 Monza was doing with Glydon when it retired in a cloud of smoke and other retirements included Robs Lamplough's Ferrari Testa Rossa which had trouble finding the right gears, Allan Brownlee's Lotus 11 which went off the road and Chris Renwick's Lotus 15 which was well-placed with Bowler when its rear wheel nearly fell off.

An interesting dice for 15th place featured the Ferrari Monzas of Jack Maurice and Michel Nicolosi which was resolved in Maurice's favour when the Frenchman spun at the Chicane on the last lap, but still finished ahead of Jean Badre's Ferrari 250 GT Maurice Trintignant—another well known driver making a comeback—was lapping very rapidly in Robert Cooper's Lola-Climax to lead Curtis' Jaguar before the Lola made two pit-stops to take on more water, and eventually finish 22nd.

There were many other interesting cars in this fabulous race, one Ferrari 500 being driven by Luigi Chinetti Sr and Phil H.

ROBERT FEARNALL

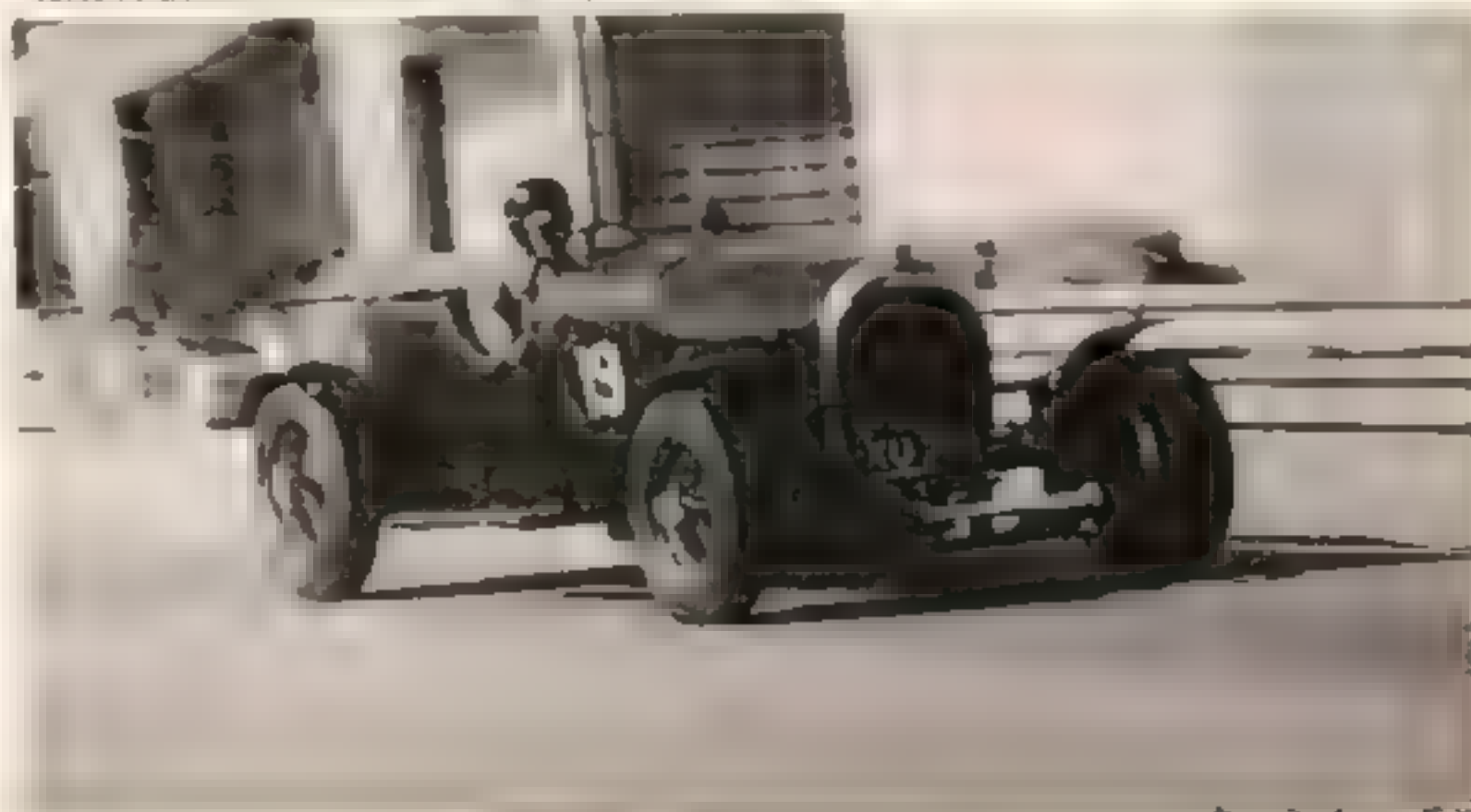
Trophée du Cinquantenaire des 24 Heures du Mans
Vintage sports cars between 1925 and 1929 and up to 1200 cc 1900 to 1950 cars

	45 m June 7
1	Hamon, Morton 4.5 Bentley 47 m 22 B 4 8 404
2	A. H. B. J. 3.4 Talbot 100 48 m 34 4
3	S. H. P. 120 BMW 328 49 m 34 4
4	Br. H. Moss 135 Delahaye Type 135 Stirling 52 m 4
5	Jean Pierre Bernard 135 Delahaye Type 55 MS 57 m 14 4
6	Jean Ray 1849 DB HBR 52 m 37 1 4
7	Maxet, Martin 120 DB HR RS 7 laps 6 Jan Tillet
8	M. H. 120 BMW 328 49 m 34 4
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Trophée du Cinquantenaire des 24 Heures du Mans
Historic sports cars between 1949 and 1959

	45 m June 7
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MONDELLO PARK

First time win for Heeley and Gryphon

The Co Kildare MC's Motorcraft Mondello on Monday, June 4, had all the ingredients of a really lively meeting—big crowds, brilliant sunshine and exciting racing all making for one of the best days yet at Ireland's only permanent circuit. Mattie McNamara made his first appearance of the year, his immaculate Ford Escort now with 1930cc FVC power, and romped away to an easy win in the saloon feature after Des Donnelly experienced gear selection troubles with his unsuitably geared 16-valve Vauxhall Viva. The Formula Ireland thriller went to Patsy McGarrity in his Duck-hams March 722, and Richie Heeley celebrated his first outing of the season by winning the clubmans race with his new Capital Ten Gryphon C73. Mondello went rather flat last year, but if this meeting is anything by which to judge the future of Irish motor racing on the Mondello scene, it certainly looks very bright.

For the saloon feature, run in two heats and a final, the organising club attracted three English drivers, Chris Meek, Doug Niven and Derek Huntley. Of the three, only Huntley raced, and his Escort FVC was not competitive. Meek's Escort BDE suffered diff failure in practice, and the scrutineers turned down Niven's 8.7-litre Escort V8 on the grounds that the three-steering column was unsafe with two universal joints and only one support between the wheel and the rack. Heat winners were Des Donnelly and Mattie McNamara, driving Vauxhall Viva and Ford Escort FVC, respectively, and it was quite obvious that there was just no one else to challenge this pair in the final. Donnelly led for eight laps and then as he sorted out his gears at Shell, McNamara swept past and that was the end of a motor race! Jackie Patterson's Ulster DTV Vauxhall Firenza was no match for Donnelly's wrongly-gearred Viva and he finished a lonely third.

The Formula Ireland race was a real hum-dinger right from the flag, and in the usual scramble into Shell the Crosslé-Vega 22F of Ken Fildes was bumped and the two front wings were reset at a cockeyed angle. Patsy McGarrity powered his March 722 away from all the trouble, to be chased by Tommy Reid in the IRC Brabham BT38 40 and Nelson Todd in his Crosslé-Hart 22F. Fildes took Todd and despite peculiar steering he pushed Reid so hard for second that there was little between

them at the finish, and Todd was just behind Fildes.

The Clubmans race was another one to keep the crowd on its toes. Dave Furlong's U2 Mk 11B unfortunately died on the line and he was away last from the front row of the grid. For over a lap Richie Conroy in his Liam Cullen sponsored Gryphon C73 chased Tony Martin's U2 Mk 11, with Richie Heeley right behind in his immaculate purple and white C73 until he nipped into second, and at Dunlop on lap 2, Conroy spun his yellow C73 and let Ivan Rothwell into third with his Toffo-U2 Mk 11. All eyes were on Martin and Heeley as they circulated almost as one car, and with two laps to go Heeley managed to find a way through to race on to his first win with his new car. Rothwell threw away third at Dunlop and Conroy braked hard to avoid him and spun too, so that Dave Furlong found himself third after all!

BRIAN FOLEY

Saloon, heat 1 (10 laps) 1. Des Donnelly (2.3 Vaux Viva) 3m 55.5s 54.9 mph 2. Tom Brumby (1.6 Ford Escort) 4m 2.4s 41.1m 2.4s 3. Jack Patterson (2.3 Vaux Viva) 4m 2.4s 41.1m 2.4s 4. Vandy May (1.1 Datsun) 4m 2.4s 41.1m 2.4s 5. Dave Huntley (2.0 Ford Escort FVC) 4m 2.4s 41.1m 2.4s 6. Seanus O'Connor (1.6 Ford Ang) 4m 2.4s 41.1m 2.4s 7. Donny (1.6 Ford Ang) 4m 2.4s 41.1m 2.4s 8. Seanus (1.6 Ford Ang) 4m 2.4s 41.1m 2.4s 9. Seanus (1.6 Ford Ang) 4m 2.4s 41.1m 2.4s 10. Seanus (1.6 Ford Ang) 4m 2.4s 41.1m 2.4s

Saloon, heat 2 (10 laps) 1. Mattie McNamara (2.0 Ford Escort FVC) 3m 54.5s 57.0 mph 2. Des Donnelly (2.3 Vaux Viva) 4m 2.4s 41.1m 2.4s 3. Des Donnelly (2.3 Vaux Viva) 4m 2.4s 41.1m 2.4s 4. Des Donnelly (2.3 Vaux Viva) 4m 2.4s 41.1m 2.4s 5. Des Donnelly (2.3 Vaux Viva) 4m 2.4s 41.1m 2.4s 6. Des Donnelly (2.3 Vaux Viva) 4m 2.4s 41.1m 2.4s 7. Des Donnelly (2.3 Vaux Viva) 4m 2.4s 41.1m 2.4s 8. Des Donnelly (2.3 Vaux Viva) 4m 2.4s 41.1m 2.4s 9. Des Donnelly (2.3 Vaux Viva) 4m 2.4s 41.1m 2.4s 10. Des Donnelly (2.3 Vaux Viva) 4m 2.4s 41.1m 2.4s

Formula Ireland (10 laps) 1. Patsy McGarrity (March 722) 4m 1.6s 18.00 mph 2. Tommy Reid (IRC Brabham BT38 40) 4m 1.6s 18.00 mph 3. Ken Fildes (Crosslé-Vega 22F) 4m 1.6s 18.00 mph 4. Nelson Todd (Crosslé-Hart 22F) 4m 1.6s 18.00 mph 5. Patsy McGarrity (March 722) 4m 1.6s 18.00 mph 6. Nelson Todd (Crosslé-Hart 22F) 4m 1.6s 18.00 mph 7. Ken Fildes (Crosslé-Vega 22F) 4m 1.6s 18.00 mph 8. Patsy McGarrity (March 722) 4m 1.6s 18.00 mph 9. Nelson Todd (Crosslé-Hart 22F) 4m 1.6s 18.00 mph 10. Ken Fildes (Crosslé-Vega 22F) 4m 1.6s 18.00 mph

Madagascars (10 laps) 1. Och Egan (1.3 MG Midget) 1m 59.5s 94.82 mph 2. Brian Tule (1.3 MG Midget) 1m 59.5s 94.82 mph 3. Phil Baker (1.3 MG Midget) 1m 59.5s 94.82 mph 4. Liam Power (1.3 MG Midget) 1m 59.5s 94.82 mph 5. Trumach (1.3 MG Midget) 1m 59.5s 94.82 mph 6. M. M. M. (1.3 MG Midget) 1m 59.5s 94.82 mph 7. M. M. M. (1.3 MG Midget) 1m 59.5s 94.82 mph 8. M. M. M. (1.3 MG Midget) 1m 59.5s 94.82 mph 9. M. M. M. (1.3 MG Midget) 1m 59.5s 94.82 mph 10. M. M. M. (1.3 MG Midget) 1m 59.5s 94.82 mph

Saloon, heat 1 (10 laps) 1. McNamara (2.0 Ford Escort FVC) 3m 54.5s 57.0 mph 2. Des Donnelly (2.3 Vaux Viva) 4m 2.4s 41.1m 2.4s 3. Des Donnelly (2.3 Vaux Viva) 4m 2.4s 41.1m 2.4s 4. Des Donnelly (2.3 Vaux Viva) 4m 2.4s 41.1m 2.4s 5. Des Donnelly (2.3 Vaux Viva) 4m 2.4s 41.1m 2.4s 6. Des Donnelly (2.3 Vaux Viva) 4m 2.4s 41.1m 2.4s 7. Des Donnelly (2.3 Vaux Viva) 4m 2.4s 41.1m 2.4s 8. Des Donnelly (2.3 Vaux Viva) 4m 2.4s 41.1m 2.4s 9. Des Donnelly (2.3 Vaux Viva) 4m 2.4s 41.1m 2.4s 10. Des Donnelly (2.3 Vaux Viva) 4m 2.4s 41.1m 2.4s

Formula Ford (10 laps) 1. Patsy McGarrity (Crosslé-Vega 22F) 4m 1.6s 18.00 mph 2. Des Donnelly (IRC Brabham BT38 40) 4m 1.6s 18.00 mph 3. Ken Fildes (Crosslé-Hart 22F) 4m 1.6s 18.00 mph 4. Nelson Todd (Crosslé-Vega 22F) 4m 1.6s 18.00 mph 5. Patsy McGarrity (Crosslé-Vega 22F) 4m 1.6s 18.00 mph 6. Nelson Todd (Crosslé-Hart 22F) 4m 1.6s 18.00 mph 7. Ken Fildes (Crosslé-Vega 22F) 4m 1.6s 18.00 mph 8. Patsy McGarrity (Crosslé-Vega 22F) 4m 1.6s 18.00 mph 9. Nelson Todd (Crosslé-Hart 22F) 4m 1.6s 18.00 mph 10. Ken Fildes (Crosslé-Vega 22F) 4m 1.6s 18.00 mph

Ravenscroft again

First man to break the 32 s barrier at the Midlands sprint course at Curborough this year is John Ravenscroft from Stafford who last Sunday came within a whisker of setting a new record when he got down to 31.8 s in the RAC run off at the Shenstone & Dist CC championship event.

Earlier Ravenscroft, with the Lola T142 on real song for a change, took his class in 32.2 s and he gave it everything in the last stages of the event to give notice that the long standing record will be broken before long.

With an entry around 80, Shenstone attracted a good crowd to their own venue and the event saw one other class record broken. This was in the sport racing class where John Hanley got round in 36.6 s with his Landar to shave a fraction off the previous best. One of the best battles was between Cyril Baxter and Mike Overton in their Marcos machines. Baxter turning the tables of inveterate class winner Overton, pipping him by 0.1 s in 36.4 s after being adrift on the first run. Herbert Shepherd again got below the 40 s mark with his E-Type in the road going class for sports cars and Bob Turnbull (Alexis) had a good thrash with David Rinder (Brabham BT30), getting the class by a narrow 0.4 s while Tony Bradwell, in the Brabham Quattro, did well to beat Jonty Williamson's McLaren M10 to finish second to Ravenscroft.

STD J Ravenscroft Lola T142 31.8 s
Class winners: N. Fisher (Mk1) 44.3 s, P. Hudson (Mk1) 44.3 s, H. Shepherd (E Type) 39.4 s, N. John (Mk1) 38.7 s, P. B. Baker (Mk1) 38.7 s, R. Hayward (Mk1) 39.3 s, C. Baxter (Mk1) 36.6 s, J. Hanley (Mk1) 36.6 s, R. Turnbull (Alexis) 34.2 s, T. Bradwell (Brabham Quattro) 33.0 s.

DRAG NEWS

Stone buys Bennet rail

Biggest news in the drag racing world at present is that the Stone Racing team have bought the still-born Peter Bennet dragster. Peter had originally commissioned Allan Herdridge to build the car nearly three years ago, and rumours have circulated ever since as to the state of completion of the car. Each season it promised to appear, and now at long last it looks like it will.

The car is a little short by current standards, and will in fact have to be lengthened slightly to get the lanky Dave Stone in. The engine is an iron block 427 with either Iron Donovan worked heads, or regular ported aluminium ones. A Crower roller cam, Crower injection and just about every other part you can buy are inside, while a Scheiffer triple plate clutch and Lenco two-speed transmission are also used.

Although the car needs some detail finishing work, the team hope to bring it out later this year to join the rest of the big fuel dragsters. It also happens, of course, that the engine will bolt straight into their altered one, which although already the quickest car in the country, is not now thought to be capable of running a seven with just an injected set-up. Running 40 per cent, 8.8 s come regularly, and they think that 8.0 per cent could give 8.3 s or so, but at some risk to the motor. The blown engine, designed to run on 80 per cent, should be easily capable of doing the job, and should run sixes in the dragster when fully sorted. There can be few people capable of running a Chevrolet as hard and as well as the team, so a good performance is almost guaranteed from the car.

Before this comes out, though, they plan to debut their Chev-powered Escort for the Pro-Stock class, and this too should be a stronger contender against the bigger Camaros.

Enlarged meeting this Sunday at the Pod

This Sunday at Santa Pod, spectators will be treated to a double amount of racing, with the various semi-finals and finals left from the rain-shortened Whitsun meeting. Times set during the morning eliminations will count towards the afternoon's racing. Sponsored by G-Max Fuels who supply all the nitro for the cars and bikes, the eventual winner of an overall handicap will receive the G-Max Trophy. During the course of the day, each vehicle's best time and speed will be noted, and at the end of the day multiplied together to give a performance index. Thus a 7 s 200 mph run by a big dragster will give the figure 1,400, whilst a 14 s run at 100 mph will also give a figure of 1,400, so that the winner could be from any class.

● Apologies to Gary Goggin for the injustice done to him in the Whitsun Santa Pod report. He did in fact win the race against Kevin Pilling on the Sunday, his "hole-shot" start getting him to the finish inches in front of Pilling despite the other car's quicker time. In fact Goggin was going exceptionally well on the weekend with his Pro-Stock Camaro, running a best of 11.3 s with the engine from his now-departed Corvette. Although the Camaro is some 500 lb lighter than the Vette, the engine has over two years of street and strip life on it, and managed a best of 11.56 s last year in the Corvette.

Gary puts most of the improvement down to power shifting which, like Kevin Pilling, he is now getting very accomplished at.

Rallypoint's first round

Despite an unfortunate clash with the Belgian round of the European Rallycross Championship, the first round of the Castrol Rallypoint Championship has attracted a fine entry, especially in the Group 1 category where the Hillman Avenger GTs of brothers Colin and Barry Malkin will be competing against the Mexcos of Charles Eveson, Mike Smith and Colin Wild, the Datsun 180s of Ian Lawless and Winston Percy and the Horsmans of Liverpool Opel Ascons of Chris Tompkinson.

In the main class competition is expected from those competitors who have already done well at Long Marston this year, including Tom Airey's 1500 cc Mini, Don Gilham, Ray Smith and Dudley Stock who are also Mini-mounted, the Triumph GT8 of Paul Northall and Roger Dawson, the Chrysler Dealer Team 1200 cc Imp of Colin Malkin. Three other entries of particular interest are the Porsche 914 of Griff Griffiths, Rod Badham's Clan Crusader and the Davrian Autocraft of Alan Bishop.

The event takes place at the well known Long Marston circuit on Sunday, June 17, and the first timed runs commence at 10.00 am.



Alo Lawler and Stuart Baird lead the Formula Fords during the second Tate of Leeds FF heat.

CROFT

Mechanic Crawford's lap record

A fairy story came true at Croft on Sunday. Choularton lent the Autovita March 73B to mechanic Jim Crawford for the latter's "annual perk." Crawford had only raced once in the past two years (he chased Tony Dean at Croft last autumn in Choularton's Lotus 88) yet he went out and, incredibly, shattered Dean's outright circuit record, on his way to victory. From the Chicane Crawford's driving looked positively breathtaking. After this performance there could be no doubt of the destination of BMW Concessionaires' Man of the Meeting award. Unfortunately Crawford's performance rather upstaged a fine effort by Pete Clark who took the Wigley Plant Hire Crossle-Rowland 25F to win both his heat and the final of the intensely competitive Tate and Yorkshire Post Formula Ford event. This long-awaited win puts Clark level on points with Peter Harrington in the Tate Championship.

As usual nowadays the FFs were so numerous as to require two heats and a final and in the first heat it was the threesome of Clark, Peter White (Palliser WDF2) and Bill Burley (Royale RP16) who pulled slightly away from the rest. White tried very hard indeed to pass the yellow Crossle, especially on the fourth and the last laps. However, White's endeavours failed by 0.2 s with Burley another 0.2 s later. Behind the leaders a four car battle fought over fourth place, with Ted Payne's Ansa March 728 just overcoming John Kent's Royale RP16, John Simpson's Bacal Nike Mk 10 (using Scholar power for the first time) and Ken Pickering's Jet Gaz Jamun 13.

For most of the second heat it looked like a win for Mike Wrigley's Piper-engined Merlyn Mk 11A, but by lap 6 a good pursuit race from Alo Lawler was bringing the latter into contention. As the pressure mounted on lap 8 Wrigley missed out the Chicane, so although he still won on the road his 1 min penalty dropped him right down the results. Behind Lawler there was a real tear-up for the next place with Stu Baird's Merlyn Mk 24 grabbing it from Jose Ferreira da Silva (Elden Mk 8) after Kelvin Hesketh departed from the fray on the last lap in the Stein Lager Merlyn Mk 24.

The sports cars (all 10 of them) were lumped together next with Richard Simms taking up his position on the front row of the grid although he was anxious about an out-of-balance flywheel on the Chevron-FVA B18/21. For the entire race Simms sat on the tail of Barry Joell's ever-consistent Tollbar Garage U2 Mk 11B. Behind them Caldwell

Smythe's Swindon-engined Gryphon C73 lost his place to John Absalom's Ginetta G4 after a quick spin. However, Smythe soon got back into his stride and repassed Absalom on lap 9. John Holroyd's U2 Mk 11B needed a very protracted push-start before it would leave the grid, but John came through the field well to take fifth place.

The meeting also featured a qualifying round in the Reliant F750 series, and after an initial spurt by John Giles's JGS Mk 2, the race soon became a duel between Giles and the DNC of John Richardson. The DNC closed relentlessly until on lap 8 Richardson went by and Giles spun off irrevocably. On the same lap Mike Whatley's Martin spun at the Chicane but still held on to what was now second place ahead of Lyn Evans's smart green and black Team Castrol Centaur. One of the best drives in the race came from Geoff Smith (JGS Mk 3) who had started at the back of the grid following a bad practice misfire. The trouble cured, Smith soon came baring through the pack to take an eventual fourth place ahead of Dave Roberts's Messenger.

A very closely matched full grid of FFs now emerged for the final. At the start it was the bright green Royale of Lawler who led away ahead of Baird and Clark. These stayed very close indeed with Clark up to second before the end of the first lap. Lawler seemed marginally slower than Clark in some of the corners, and a slight misunderstanding because of this may have contributed to Lawler spinning off on lap 3, although Lawler was definitely not amused. Clark now had command and he gradually extended his lead over Baird's Merlyn until the closing laps when Baird got nearer again. There was a gargantuan scrap for third place involving at least eight cars. This pack was well shuffled on lap 8 when Andrew Jeffrey (in third place) spun the Elden and was clouted by Bill Burley, with both restarting after some loss of time. In the end it was the smooth Peter White who snatched third place from Ken Pickering's Jamun, Payne, the recovering Lawler and Stu Lawson's Hawke DL10. Still in this huge gaggle, Mike Wrigley was unable to better a commendable eighth after his rear-of-the-grid start following his heat penalty. A splendid race, and another indication that the Tate series is providing some of the best FF racing outside the National Formula Ford Championships.

The Esso Uniflo Special Saloons looked good on paper but mechanical ailments robbed the race of a lot of interest. Charlie

Bradley's D. A. Harris Escort BDA was pulled off the grid for an oil leak, Dennis Nott's Chevy-engined Escort was also removed from the grid, Chris Meek's Princess its Escort BDE, which had been fastest in practice, failed to survive a lap, and even Derek Huntley's Escort FVC glided into the pits to retire from second place on lap 6. With Meek's demise there was no doubt about the winner, for even Huntley could not do much about the SMT Vauxhall Firenze of Bill Dryden. In the end the Scottish Blydenstein car had 12 s in hand over Tony Sugden's Brook Hire Escort TC which only just managed to pull away from the irrepressible Alex Clacher with the Imp. Clacher naturally won the small class, and on this occasion was well ahead of the unfamiliarly coloured Mini-Ford/Holbay of Sedric Bell. Nevertheless Bell equalled Clacher's fastest lap time which broke the class record.

As the single-seaters left the grid both Bob Leckie (Brabham FVC Smith BT36) and Bob Howlings, who was making a welcome return to libre racing in the ex-Tate/Meek Brabham BT38 with Racing Services BDA power, seemed to be in difficulties with their gears and neither reappeared. Their unfortunate retirements were soon forgotten however as all attention focused on the remarkable Crawford in the sparkling Atlantic March. This virtual novice (his total racing career consists of 13 FF races in an old Alexis and one race in the Lotus 89) was driving in a superbly confident manner and his lap record came during a drive when he lapped all but the Formula 3 GRD of Roger Craven. Heading the lapped runners came John Littler with his F3 Ensign and Peter White in the FF Palliser. It would be most interesting to see Crawford racing against the Atlantic regulars.

CHRIS MASON

Tate and Yorkshire Post Trophy Formula Ford Championships round Final (10 laps) 1. Alo Lawler 12 m 19.8 s, 82.93 mph 2. Peter White 12 m 20.0 s, 80.0 mph 3. Bill Burley 12 m 20.4 s, 78.4 mph 4. Ted Payne 12 m 20.8 s, 76.8 mph 5. John Kent 12 m 21.2 s, 75.2 mph 6. John Simpson 12 m 21.6 s, 73.6 mph 7. Ken Pickering 12 m 22.0 s, 72.0 mph 8. Dave Roberts 12 m 22.4 s, 70.4 mph 9. Alan Edwards 12 m 22.8 s, 68.8 mph 10. John Harrison 12 m 23.2 s, 67.2 mph

Tate and Yorkshire Post Trophy Formula Ford Championships round Heat Two (10 laps) 1. Alo Lawler 12 m 19.8 s, 82.93 mph 2. Stu Baird 12 m 20.0 s, 80.0 mph 3. Andrew Jeffrey 12 m 20.4 s, 78.4 mph 4. John Harrison 12 m 20.8 s, 76.8 mph 5. John Simpson 12 m 21.2 s, 75.2 mph 6. Ken Pickering 12 m 21.6 s, 73.6 mph 7. Dave Roberts 12 m 22.0 s, 72.0 mph 8. Alan Edwards 12 m 22.4 s, 70.4 mph 9. John Harrison 12 m 22.8 s, 68.8 mph 10. John Harrison 12 m 23.2 s, 67.2 mph

Northern Mid Sports Yorkshire Evening Post Sports GT and Northern Clubman's Championship round (10 laps) 1. Barry 12 m 19.8 s, 82.93 mph 2. John Harrison 12 m 20.0 s, 80.0 mph 3. John Harrison 12 m 20.4 s, 78.4 mph 4. John Harrison 12 m 20.8 s, 76.8 mph 5. John Harrison 12 m 21.2 s, 75.2 mph 6. John Harrison 12 m 21.6 s, 73.6 mph 7. John Harrison 12 m 22.0 s, 72.0 mph 8. John Harrison 12 m 22.4 s, 70.4 mph 9. John Harrison 12 m 22.8 s, 68.8 mph 10. John Harrison 12 m 23.2 s, 67.2 mph

Reliant 750 Formula National Championship round (10 laps) 1. John Harrison 12 m 19.8 s, 82.93 mph 2. John Harrison 12 m 20.0 s, 80.0 mph 3. John Harrison 12 m 20.4 s, 78.4 mph 4. John Harrison 12 m 20.8 s, 76.8 mph 5. John Harrison 12 m 21.2 s, 75.2 mph 6. John Harrison 12 m 21.6 s, 73.6 mph 7. John Harrison 12 m 22.0 s, 72.0 mph 8. John Harrison 12 m 22.4 s, 70.4 mph 9. John Harrison 12 m 22.8 s, 68.8 mph 10. John Harrison 12 m 23.2 s, 67.2 mph

Tate and Yorkshire Post Trophy Formula Ford Championships round Final (10 laps) 1. Peter Clark 12 m 19.8 s, 82.93 mph 2. Stu Baird 12 m 20.0 s, 80.0 mph 3. Peter White 12 m 20.4 s, 78.4 mph 4. Ken Pickering 12 m 20.8 s, 76.8 mph 5. John Harrison 12 m 21.2 s, 75.2 mph 6. John Harrison 12 m 21.6 s, 73.6 mph 7. John Harrison 12 m 22.0 s, 72.0 mph 8. John Harrison 12 m 22.4 s, 70.4 mph 9. John Harrison 12 m 22.8 s, 68.8 mph 10. John Harrison 12 m 23.2 s, 67.2 mph

Esso Uniflo Special Saloon Car Championship round (10 laps) 1. John Harrison 12 m 19.8 s, 82.93 mph 2. John Harrison 12 m 20.0 s, 80.0 mph 3. John Harrison 12 m 20.4 s, 78.4 mph 4. John Harrison 12 m 20.8 s, 76.8 mph 5. John Harrison 12 m 21.2 s, 75.2 mph 6. John Harrison 12 m 21.6 s, 73.6 mph 7. John Harrison 12 m 22.0 s, 72.0 mph 8. John Harrison 12 m 22.4 s, 70.4 mph 9. John Harrison 12 m 22.8 s, 68.8 mph 10. John Harrison 12 m 23.2 s, 67.2 mph

Esso Uniflo Special Saloon Car Championship round (10 laps) 1. John Harrison 12 m 19.8 s, 82.93 mph 2. John Harrison 12 m 20.0 s, 80.0 mph 3. John Harrison 12 m 20.4 s, 78.4 mph 4. John Harrison 12 m 20.8 s, 76.8 mph 5. John Harrison 12 m 21.2 s, 75.2 mph 6. John Harrison 12 m 21.6 s, 73.6 mph 7. John Harrison 12 m 22.0 s, 72.0 mph 8. John Harrison 12 m 22.4 s, 70.4 mph 9. John Harrison 12 m 22.8 s, 68.8 mph 10. John Harrison 12 m 23.2 s, 67.2 mph

Esso Uniflo Special Saloon Car Championship round (10 laps) 1. John Harrison 12 m 19.8 s, 82.93 mph 2. John Harrison 12 m 20.0 s, 80.0 mph 3. John Harrison 12 m 20.4 s, 78.4 mph 4. John Harrison 12 m 20.8 s, 76.8 mph 5. John Harrison 12 m 21.2 s, 75.2 mph 6. John Harrison 12 m 21.6 s, 73.6 mph 7. John Harrison 12 m 22.0 s, 72.0 mph 8. John Harrison 12 m 22.4 s, 70.4 mph 9. John Harrison 12 m 22.8 s, 68.8 mph 10. John Harrison 12 m 23.2 s, 67.2 mph

Esso Uniflo Special Saloon Car Championship round (10 laps) 1. John Harrison 12 m 19.8 s, 82.93 mph 2. John Harrison 12 m 20.0 s, 80.0 mph 3. John Harrison 12 m 20.4 s, 78.4 mph 4. John Harrison 12 m 20.8 s, 76.8 mph 5. John Harrison 12 m 21.2 s, 75.2 mph 6. John Harrison 12 m 21.6 s, 73.6 mph 7. John Harrison 12 m 22.0 s, 72.0 mph 8. John Harrison 12 m 22.4 s, 70.4 mph 9. John Harrison 12 m 22.8 s, 68.8 mph 10. John Harrison 12 m 23.2 s, 67.2 mph

Esso Uniflo Special Saloon Car Championship round (10 laps) 1. John Harrison 12 m 19.8 s, 82.93 mph 2. John Harrison 12 m 20.0 s, 80.0 mph 3. John Harrison 12 m 20.4 s, 78.4 mph 4. John Harrison 12 m 20.8 s, 76.8 mph 5. John Harrison 12 m 21.2 s, 75.2 mph 6. John Harrison 12 m 21.6 s, 73.6 mph 7. John Harrison 12 m 22.0 s, 72.0 mph 8. John Harrison 12 m 22.4 s, 70.4 mph 9. John Harrison 12 m 22.8 s, 68.8 mph 10. John Harrison 12 m 23.2 s, 67.2 mph

Bevan's double act

Beware John Bevan. That's the message from the eighth round of the Castrol/BT&RDA Autocross Championship where the 1972 champion showed he is well and truly getting the hang of his Daf 86 saloon. He came within a tenth of a second of Bob Merridale in his Escort last Sunday down at Creigiau, near Cardiff at the Welsh Counties round and, on his latest showing, it won't be long before the man from Gloucestershire gets his first class win. Just to keep his hand in Bevan also brought along Naveb and with insolent ease took BTD by over 5 s.

This latest round in the championship attracted 70 entries and again most of the class leaders present maintained their challenges, with one main exception. This was in the up to 1000 Mini class where John Yates from Barnstaple scored his first win of the series when he pipped Frank Morris. Both got down to 1 m 22.4 s on their second runs but Yates, over a second quicker on his first run, took the class. A tie, again on second runs, meant that first runs had to count to decide the destiny of points in the small Mini class. Here the contestants were Nick Garner and Martin Bernard. Garner had started with a quickish one and although Bernard improved by over three secs subsequently they both stopped the watches at 1 m 23.5 s, Garner taking the class by a fraction over 2 s.

Bernard, however, had consolation when he managed to beat the Brian Evans/David Marston Porsche 911S with his Datsun 240Z in the standard car class. Bernard got in a 1 m 28.1 s to pip Evans' best time of 1 m 29.0 s, giving Bernard his fifth class win and he is equal, on 54 points, with Roger Brunt in the overall points rating.

After two class wins Richard Macdonald had to settle for third behind Garner and Bernard in the small Minis class but he is still in second place in the class. Bob Merridale's 1300 Escort had the edge on Bevan by half a second when they clashed in their class and although Merridale improved by half a second to 1 m 26.2 s later on Bevan carved off eight tenths to finish on 1 m 25.3 s with Dick Keen's Escort GT collecting four points in 1 m 26.5 s. The Triumph GT6 of Paul Northall and Roger Dawson proved to be over two secs quicker than Ron Easton's TVR Vixen with Northall taking his third class win in 1 m 25.0 s while Dawson got down to 1 m 25.3 s on his second tour. In the rear engine class, poorly supported, John Button romped away with the VW from Roger Burn (Imp), a second separating them.

Roger Brunt led the middle Mini class with 1 m 23.4 s on the first run, a fraction ahead of Yates and nearly 2 s quicker than Morris but he failed to improve second time round and Yates stormed through to a notable win and became the only driver apart from Brunt and Morris to have won the class this year.

After George Warren had blown off the opposition with a 1 m 24.7 s to take the big saloon class with his Escort RS 1700, David Fuel became the fifth man to score a win in the over 1000 Mini class with a fine 1 m 22.0 s first run. He finished on only three cylinders and that was that so he had to wait a long time before Malcolm Riches went out again but as he could not get below 1 m 22.8 s the class went to the Midlander with Alan Northway third just over a second off the pace setter.

Bevan achieved BTD with Naveb in 1 m 17.6 s which was nearly 10 s ahead of Arnold Butcher (Lotus 6) who still leads the Specialists class with 26 points, Bevan's efforts in this class not counting towards BT&RDA points.

BTD J. Bevan (Naveb) 1 m 17.6 s
Class winners: M. Bernard (Datsun 240Z) 1 m 28.1 s
N. Garner (M) 1 m 23.5 s, B. Merridale (Escort) 1 m 25.2 s, P. Northall (Triumph GT6) 1 m 25.0 s, J. Button (VW) 1 m 25.3 s, J. Yates (M) 1 m 24.5 s, G. Warren (Escort) 1 m 24.7 s, D. Fuel (Mini) 1 m 22.0 s, A. Butcher (Lotus 6) 1 m 26.9 s

McCartney's BTD at Blackpool

With points in the Slendered Sprint Championship again at stake, Longton and District MC attracted a good entry for their National Sprint at Blackpool on Sunday, June 10. Run on a 1200 yard course bounded on both sides by rather forbidding concrete walls, a safe passage through the chicane was uppermost in the minds of most competitors.

As expected, it was the BRM P153 of John McCartney which took overall BTD with a time only eight hundredths of a second outside the course record and a speed in excess of 145 mph recorded near the finish. Second fastest overall and winner of the over 1600 cc racing car class was John Briggs' Harris F5000 while in the next class down David Hamer (LB Vauxhall) defeated David Ward's Lotus which is still dressed up as an Eagle from the film Grand Prix. Hamer's run was not without dramas finishing in a huge cloud of smoke with the supercharged Vauxhall unit spraying its oil everywhere.

Geoff Deakin's spirited driving in his Alexis overcame some notable opposition to win him the 1100 cc Racing Car class and also the Best Novice award. Elsewhere, George Whittingham's Clubman's DMW was very rapid as usual and Paul Pycroft's De Tomaso had an easy win in its class.

BTD John McCartney (BRM P153) 22.26 s
Class winners: Peter Houghton (Datsun) 28.76 s, Andrew Waring (Escort) 28.60 s, Brian Whitham (Escort) 27.26 s, Ken Tomlinson (Mini) 27.21 s, Richard White (Escort) 25.14 s, Peter Hiley (Midget) 26.35 s, Robert Speck (Eagle) 25.16 s, John Bury (Midget) 27.43 s, Paul Pycroft (De Tomaso Pantera) 26.07 s, George Whittingham (DMW) 25.02 s, Warren Booth (Lander) 26.42 s, Mike Viles (Eagle Mk V) 25.32 s, G. M. Deakin (Alexis) 25.11 s, David Hamer (LB Vauxhall) 23.37 s, John Briggs (Harris Traco) 23.07 s, 22.45 s
Best Novice: Geoff Deakin



John Briggs' Harris Traco-Chevrolet.

Silverstone—continued

Aston in the ex-Minikite Astra RNRA. In the confusion Jordan took over second in pursuit of Candler while Charnell fell farther away after his promising start. With two laps to go Jordan made certain that he would win on the road as well as on paper by taking the lead on Club Straight and coming home a popular winner in his ageing CanAm car.

Candler was given 60 s for his indiscretion, dropping him to eighth but Grob, although just failing to catch the March, moved up to second since Lord was over 10 s in arrears. The 1300 class missed Mike Andrew, whose BDA-engined Alexis Mk 19 somehow acquired grit in the engine at Croft two weeks ago. In his absence Lynden Thorne took a good win in the Aldon AL2X, which was handling right at last after a switch back to older rubber. Both Lord and Thorne set new class records.

The Formula Ford Silverstone Fiesta was a Wells for Men round this week although the less said about the Wells-sponsored car in the race, the better. Any car which can break the low at Silverstone must have a good engine and the two able to do this were Chris Woodcock's Merlyn Mk 20A, with which Rob Cooper set the current lap record, and novice Richard Eyre's Davron-powered Dulon MP15. Woodcock was always at the front and seemed a certain winner by half distance, but Eyre (who had set fastest time in practice) broke well away from a hectic bunch of 10 or so disputing third and caught up, taking the lead on lap 7. For the last few laps Woodcock and Eyre tossed the lead around on every lap and Eyre seemed to have the edge, only to be badly baulked by a back marker at Woodcote for the last time, allowing Woodcock a clear run for the line, although they were both given the same time. Ted Wentz brought his Elden Mk 10 into third, while Peter Harrington could have been fourth, but spun his Cougar at Woodcote on the penultimate lap. Since Graham Elkington and Roy Klomfass had already spun their Royale RP16s at various times, the latter at Woodcote which sent the older Royale RP3A of the Innocent Mick Biles into the sleepers, it was John Lipman's Davron-powered Dulon LD9 which scuttled into fourth ahead of Murray Sandman's Fablon-covered, elderly Lotus 61M, David Heale's Dulon LD9, Peter Orlando's Merlyn Mk 20A and a recovering Klomfass. Championship leader Roger Man-

ning retired his Elden Mk 10 when the fly-wheel came off, having earlier missed involvement in Klomfass's spin by the barest fraction.

IAN TITCHMARSH

Forward Trust Special Saloon championship round (10 laps) 1. Mike Hiley (Ford Capri V6) 10 m 27.4 s, 92.24 mph; 2. Brian Cutting (Ford Escort Mk2 V6) 10 m 31.2 s; 3. Tony Strawn (Ford Falcon V6) 10 m 35.6 s; 4. John Turner (Ford Escort V6) 10 m 36.8 s

Over 1300 cc class 1. M. Hiley, 92.24 mph; 2. Cutting, 3 s later; Fastest lap 1 m 10 s 94.90 mph
1001 to 1300 cc class 1. J. M. Bury (1.3 M. Cooper) 1 m 10.8 s, 94.90 mph; 2. P. Hiley, 1 m 11.2 s; 3. M. Pycroft (1.3 M. Cooper) 1 m 11.5 s; 4. M. Pycroft (1.3 M. Cooper) 1 m 11.8 s; 5. M. Pycroft (1.3 M. Cooper) 1 m 12.1 s; 6. M. Pycroft (1.3 M. Cooper) 1 m 12.4 s; 7. M. Pycroft (1.3 M. Cooper) 1 m 12.7 s; 8. M. Pycroft (1.3 M. Cooper) 1 m 13.0 s; 9. M. Pycroft (1.3 M. Cooper) 1 m 13.3 s; 10. M. Pycroft (1.3 M. Cooper) 1 m 13.6 s

Blue Circle Modified Sports Car championship round (12 laps) 1. Brian Hough (1.8 TVR Tuxton V8) 12 m 24.4 s, 92.67 mph; 2. John Fletcher (1.8 Lotus Elan) 12 m 31.2 s; 3. Gerry Mansel (1.8 Lotus Elan) 12 m 34.4 s; 4. John Evans (1.8 Lotus Elan) 12 m 37.6 s; 5. John Evans (1.8 Lotus Elan) 12 m 40.8 s

Over 2000 cc class 1. Hough, 92.67 mph; 2. Brian Hough, 92.67 mph; 3. John Fletcher, 92.67 mph; 4. John Evans, 92.67 mph; 5. John Evans, 92.67 mph; 6. John Evans, 92.67 mph; 7. John Evans, 92.67 mph; 8. John Evans, 92.67 mph; 9. John Evans, 92.67 mph; 10. John Evans, 92.67 mph

1001 to 2000 cc class 1. Ed Stephens (1.8 TVR Tuxton V8) 10 m 23.4 s, 92.24 mph; 2. John Kersh (1.8 TVR Tuxton V8) 10 m 24.4 s, 92.24 mph; 3. Tony Waring (1.8 TVR Tuxton V8) 10 m 25.4 s, 92.24 mph; 4. Tony Waring (1.8 TVR Tuxton V8) 10 m 26.4 s, 92.24 mph; 5. Tony Waring (1.8 TVR Tuxton V8) 10 m 27.4 s, 92.24 mph; 6. Tony Waring (1.8 TVR Tuxton V8) 10 m 28.4 s, 92.24 mph; 7. Tony Waring (1.8 TVR Tuxton V8) 10 m 29.4 s, 92.24 mph; 8. Tony Waring (1.8 TVR Tuxton V8) 10 m 30.4 s, 92.24 mph; 9. Tony Waring (1.8 TVR Tuxton V8) 10 m 31.4 s, 92.24 mph; 10. Tony Waring (1.8 TVR Tuxton V8) 10 m 32.4 s, 92.24 mph

Up to 1150 cc class 1. Bob Jarvis (1.1 Datsun 800) 10 m 27.4 s, 92.24 mph; 2. John Hiley (1.1 Datsun 800) 10 m 28.4 s, 92.24 mph; 3. John Hiley (1.1 Datsun 800) 10 m 29.4 s, 92.24 mph; 4. John Hiley (1.1 Datsun 800) 10 m 30.4 s, 92.24 mph; 5. John Hiley (1.1 Datsun 800) 10 m 31.4 s, 92.24 mph; 6. John Hiley (1.1 Datsun 800) 10 m 32.4 s, 92.24 mph; 7. John Hiley (1.1 Datsun 800) 10 m 33.4 s, 92.24 mph; 8. John Hiley (1.1 Datsun 800) 10 m 34.4 s, 92.24 mph; 9. John Hiley (1.1 Datsun 800) 10 m 35.4 s, 92.24 mph; 10. John Hiley (1.1 Datsun 800) 10 m 36.4 s, 92.24 mph

Forward Trust Special Saloon championship round (10 laps) 1. Ray Pyle (1.0 M. Cooper) 10 m 40.8 s, 80.80 mph; 2. Richard Long (1.0 Ford Anglia) 10 m 41.2 s, 80.80 mph; 3. Gerry Taylor (1.0 Ford Anglia) 10 m 41.6 s, 80.80 mph; 4. Les Hain (1.0 M. Cooper) 10 m 42.0 s, 80.80 mph; 5. Les Hain (1.0 M. Cooper) 10 m 42.4 s, 80.80 mph; 6. Les Hain (1.0 M. Cooper) 10 m 42.8 s, 80.80 mph; 7. Les Hain (1.0 M. Cooper) 10 m 43.2 s, 80.80 mph; 8. Les Hain (1.0 M. Cooper) 10 m 43.6 s, 80.80 mph; 9. Les Hain (1.0 M. Cooper) 10 m 44.0 s, 80.80 mph; 10. Les Hain (1.0 M. Cooper) 10 m 44.4 s, 80.80 mph

Up to 1000 cc class 1. Payne, 82.60 mph; 2. Long, 82.60 mph; 3. Taylor, 82.60 mph; 4. Payne, 82.60 mph; 5. Taylor, 82.60 mph; 6. Payne, 82.60 mph; 7. Taylor, 82.60 mph; 8. Payne, 82.60 mph; 9. Taylor, 82.60 mph; 10. Payne, 82.60 mph

Up to 850 cc class 1. Peter Crouch (850 M. Cooper) 10 m 29.4 s, 89.51 mph; 2. Mike Coo (850 M. Cooper) 10 m 30.4 s, 89.51 mph; 3. Mike Coo (850 M. Cooper) 10 m 31.4 s, 89.51 mph; 4. Mike Coo (850 M. Cooper) 10 m 32.4 s, 89.51 mph; 5. Mike Coo (850 M. Cooper) 10 m 33.4 s, 89.51 mph; 6. Mike Coo (850 M. Cooper) 10 m 34.4 s, 89.51 mph; 7. Mike Coo (850 M. Cooper) 10 m 35.4 s, 89.51 mph; 8. Mike Coo (850 M. Cooper) 10 m 36.4 s, 89.51 mph; 9. Mike Coo (850 M. Cooper) 10 m 37.4 s, 89.51 mph; 10. Mike Coo (850 M. Cooper) 10 m 38.4 s, 89.51 mph

Forward Trust Formula 3 championship round (15 laps) 1. Tony Brice (March 733) 14 m 47.4 s, 97.05 mph; 2. Ian Taylor (March 733) 14 m 48.4 s, 97.05 mph; 3. Alan Jones (GRD Vanguard 733) 14 m 49.4 s, 97.05 mph; 4. Alan Jones (GRD Vanguard 733) 14 m 50.4 s, 97.05 mph; 5. Alan Jones (GRD Vanguard 733) 14 m 51.4 s, 97.05 mph; 6. Alan Jones (GRD Vanguard 733) 14 m 52.4 s, 97.05 mph; 7. Alan Jones (GRD Vanguard 733) 14 m 53.4 s, 97.05 mph; 8. Alan Jones (GRD Vanguard 733) 14 m 54.4 s, 97.05 mph; 9. Alan Jones (GRD Vanguard 733) 14 m 55.4 s, 97.05 mph; 10. Alan Jones (GRD Vanguard 733) 14 m 56.4 s, 97.05 mph

Motoring News/Castrol Sports GT championship round (12 laps) 1. John Jordan (1.8 McLaren-Richardson Chevrolet Mk2 V8) 11 m 46.8 s, 96.28 mph; 2. Ian Grib (1.8 Chevron BDA B23) 11 m 47.8 s, 96.28 mph; 3. Ian Grib (1.8 Chevron BDA B23) 11 m 48.8 s, 96.28 mph; 4. Ian Grib (1.8 Chevron BDA B23) 11 m 49.8 s, 96.28 mph; 5. Ian Grib (1.8 Chevron BDA B23) 11 m 50.8 s, 96.28 mph; 6. Ian Grib (1.8 Chevron BDA B23) 11 m 51.8 s, 96.28 mph; 7. Ian Grib (1.8 Chevron BDA B23) 11 m 52.8 s, 96.28 mph; 8. Ian Grib (1.8 Chevron BDA B23) 11 m 53.8 s, 96.28 mph; 9. Ian Grib (1.8 Chevron BDA B23) 11 m 54.8 s, 96.28 mph; 10. Ian Grib (1.8 Chevron BDA B23) 11 m 55.8 s, 96.28 mph

Over 1650 cc class 1. Jordan, 96.28 mph; 2. Grib, 96.28 mph; 3. Grib, 96.28 mph; 4. Grib, 96.28 mph; 5. Grib, 96.28 mph; 6. Grib, 96.28 mph; 7. Grib, 96.28 mph; 8. Grib, 96.28 mph; 9. Grib, 96.28 mph; 10. Grib, 96.28 mph

1301 to 1650 cc class 1. Lord, 96.24 mph; 2. Frank Aspin (1.8 Aspin-PVA RNRA) 10 m 30.4 s, 101.2 mph; 3. David Knowles (1.8 Aspin-PVA RNRA) 10 m 31.4 s, 101.2 mph; 4. David Knowles (1.8 Aspin-PVA RNRA) 10 m 32.4 s, 101.2 mph; 5. David Knowles (1.8 Aspin-PVA RNRA) 10 m 33.4 s, 101.2 mph; 6. David Knowles (1.8 Aspin-PVA RNRA) 10 m 34.4 s, 101.2 mph; 7. David Knowles (1.8 Aspin-PVA RNRA) 10 m 35.4 s, 101.2 mph; 8. David Knowles (1.8 Aspin-PVA RNRA) 10 m 36.4 s, 101.2 mph; 9. David Knowles (1.8 Aspin-PVA RNRA) 10 m 37.4 s, 101.2 mph; 10. David Knowles (1.8 Aspin-PVA RNRA) 10 m 38.4 s, 101.2 mph

Wells for Men Formula Ford championship round (12 laps) 1. Chris Woodcock (Merlyn Mk 20A) 13 m 04.4 s, 89.01 mph; 2. Richard Eyre (Dulon Davon MP15) 13 m 05.4 s, 89.01 mph; 3. Ted Wentz (Elden Mk 10) 13 m 06.4 s, 89.01 mph; 4. John Lipman (Dulon Davon LD9) 13 m 07.4 s, 89.01 mph; 5. Murray Sandman (Lotus 61M) 13 m 08.4 s, 89.01 mph; 6. David Heale (Dulon LD9) 13 m 09.4 s, 89.01 mph; 7. Peter Orlando (Merlyn Mk 20A) 13 m 10.4 s, 89.01 mph; 8. David Heale (Dulon LD9) 13 m 11.4 s, 89.01 mph; 9. David Heale (Dulon LD9) 13 m 12.4 s, 89.01 mph; 10. David Heale (Dulon LD9) 13 m 13.4 s, 89.01 mph

Up to 1300 cc class 1. Lynden Thorne (Aldon AL2X) 92.11 mph; 2. John Cawley (1.3 Royale DBRE RP6) 92.11 mph; 3. Les Ayloott (1.3 Royale DBRE RP6) 92.11 mph; 4. Les Ayloott (1.3 Royale DBRE RP6) 92.11 mph; 5. Les Ayloott (1.3 Royale DBRE RP6) 92.11 mph; 6. Les Ayloott (1.3 Royale DBRE RP6) 92.11 mph; 7. Les Ayloott (1.3 Royale DBRE RP6) 92.11 mph; 8. Les Ayloott (1.3 Royale DBRE RP6) 92.11 mph; 9. Les Ayloott (1.3 Royale DBRE RP6) 92.11 mph; 10. Les Ayloott (1.3 Royale DBRE RP6) 92.11 mph

Wells for Men Formula Ford championship round (12 laps) 1. Chris Woodcock (Merlyn Mk 20A) 13 m 04.4 s, 89.01 mph; 2. Richard Eyre (Dulon Davon MP15) 13 m 05.4 s, 89.01 mph; 3. Ted Wentz (Elden Mk 10) 13 m 06.4 s, 89.01 mph; 4. John Lipman (Dulon Davon LD9) 13 m 07.4 s, 89.01 mph; 5. Murray Sandman (Lotus 61M) 13 m 08.4 s, 89.01 mph; 6. David Heale (Dulon LD9) 13 m 09.4 s, 89.01 mph; 7. Peter Orlando (Merlyn Mk 20A) 13 m 10.4 s, 89.01 mph; 8. David Heale (Dulon LD9) 13 m 11.4 s, 89.01 mph; 9. David Heale (Dulon LD9) 13 m 12.4 s, 89.01 mph; 10. David Heale (Dulon LD9) 13 m 13.4 s, 89.01 mph

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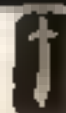
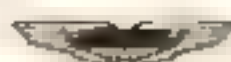
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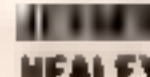
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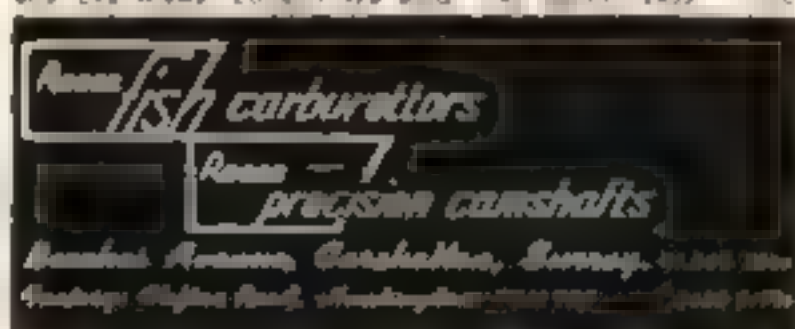
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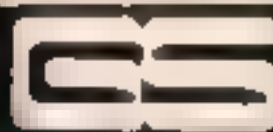
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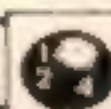
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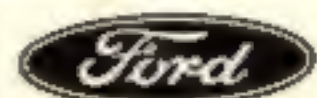


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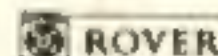
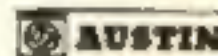
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